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A really nice AEC press picture of an early Ergo-cabbed artic, LLE 454D (London, 1966), with an interesting box trailer, with side opening doors, on four-in-line running gear. So far, so good, just the thing for our pages. However, with no details on the back of the picture, and no badge on the grille, I can't say whether this was a Mercury or a Mandator tractor unit (Can you? Please tell me how!) and at 24 tons gross, in those days, it could have been either. At least there are several AEC badges, so I'm not going to upset anyone...

Welcome to another issue. There are a couple of features looking at vehicles we don't usually talk about very much. It's a case of "Let's go off-road", hopefully with a bit more success than in those comedy sketches a few years back. Dumper trucks were a market which several of the lorry-makers had a go at in the early post-war years, so the results bore some resemblance to road haulage vehicles, but now this niche market seems to have been left to a small number of experts and is quite separate.

Malcolm got to drive a steam lorry, a Sentinel 'waggon'. Once you got going, it wasn't quite as complicated as I expected, just a few levers, but that was with an expert beside you, checking on the many other things, like coal, water, pressure... so you could concentrate on the speed, keeping it in a straight line and looking where you are going. It would probably have been fine with the levels of traffic of the inter-war years, but on today's roads?

We also start our monthly rally diary, with a list of events in the coming month in each issue over the summer, to help you plan where to go to see classic vehicles. We can only go by the announcements we find so, as I say on the page, if you are particularly impressed or, conversely, disappointed with the number or type of vehicles you find at a show or rally we mention, please let us know.

You might recall that, a few months ago, I was asking how to distinguish between

an AEC Mercury and a Mandator, when fitted with the Ergomatic cab and there is no model badge fitted. Unfortunately, the only answer I have had is that, if you can see the gear-lever through the windscreen, it is a Mandator. Unfortunately, because it is rarely possible to see into the cab, unless the picture is a close-up shot, this is often not a lot of help.

Well, now I have an even more awkward question: how to tell a mid-1970s AEC from a Leyland, if there are no badges, other than the British Leyland 'Flying A...hole' – most apt at the time, as it could be seen to signify that most of the British commercial vehicle industry was disappearing down the plug-hole, which is what it looks like.

I've recently got myself and a contributor into big trouble, by referring to an AEC as a Leyland – obviously a heinous crime, but an easy mistake to make if there are no badges to help. Local knowledge of the operator or dealership would be a great help but, of course, but we usually only get that through the letters page afterwards!

So we'll just have to go on, doing our best, relying on readers to put us right if necessary. The Ergo-cabbed AEC/Leyland question is just one of many which crops up. Just which Ford D Series model are you looking at, if you can't see the badges; which Bedford TK? 1960s Seddons are particularly difficult to identify – I could go on.

Of course, there are all sorts of detail clues – the width of the front axle; number of wheel studs; shape of the engine sump; hubs; wheelbase; position of the fuel tank

and so on – but remembering them all at the right moment, if you can identify the particular feature on the picture? I reckon that's a special sort of 'black magic', and one which I'm sadly not capable of, but I will carry on trying to identify the vehicles in pictures as captions along the lines of: 'this red lorry looks well looked-after...' don't really help anyone, do they?

Perhaps if you have a particular expertise in recognising the different types and models of a particular make, you could write and tell me. We can put them all together and make up a universal 'crib sheet', which we can publish and then we can all get it right. What do you think?

ON THE COVER...



This month's 'Scenes Past' goes off-road, with a look at some dumper trucks of the 1950s and '60s. Some look very similar to ordinary road-going vehicles, while others are more like a tractor, turned back to front, with a big bucket attached. We've included a few standard tippers for comparison and lots of the pictures show excavators loading the lorries. We can have a second helping in a later issue if readers like these. (CHC abl273)

POST-WAR ALBION FIRE ENGINES

Ron Henderson brings us the second part of the history of fire appliances on Albion chassis.



Above: One of the five Albion/Carmichael pump escapes built for a customer in the Middle East in early 1963, the most likely destination at that time being Kuwait. All of these British Albion fire engines had cabs designed and constructed by the coachbuilders, AMDAC-Carmichael. These were among the few which used the LAD Vista Vue front panels, so looked like Albions.

It was some years before full production returned to Britain's manufacturing industries after the end of World War II. Rationing of materials and priority for exports delayed the replacement of the country's worn out and obsolete fire engines. Meanwhile, the allocation of new ones was restricted by the government, which initially awarded contracts to some chassis builders and fire engine coachbuilders, then allocated the finished products to those brigades most in need of new equipment.

The main chassis providers at the time were Dennis Brothers and the Rootes Group. Almost 20 years were to pass before



Above: The first post-war British Albion fire engine, a salvage tender based on an underfloor-engined Claymore chassis. One of a pair delivered in 1964 to Manchester Fire Brigade, both displaying the small Albion Saltire badge on the front. Most of the other Manchester Albions were anonymous. During this era the firemen were clad entirely in black.



Above: The first Manchester Albion major pump, bodied by Cockers of Southport and one of a pair delivered in 1966. Displaying no indication whatsoever of the maker, this one served at Blackley, the other at Phillips Park. (The late Gordon Rothwell)

the first new post-war Albion fire engine appeared, when a batch of five Chieftain Super Six pump escapes with Carmichael & Sons bodywork were built to the order of a customer in the Middle-East. They featured Leyland's 0.400 125 bhp diesel engines and carried a 50 ft wheeled escape ladder, 900 gallons per minute pump and a 300 gallons per minute portable pump.

Manchester Fire Brigade was the first British fire brigade to commission post-war Albion fire engines, ordering two five ton underfloor-engined Claymore chassis in 1963, for conversion into salvage tenders. Based on a 12 ft 10 ins wheelbase, they were equipped with an Albion four-cylinder 72 hp horizontal diesel engine, six speed overdrive gearbox and a high ratio rear axle. The large box body was built by John Cocker & Sons (Southport) Ltd. Equipped to clean up and salvage property from fire or water-damaged buildings, they carried two portable pumps of 100 and 350 gallons per minute capacity.

A third Albion Claymore, this time fitted out as a standard goods wagon, a General Purpose Lorry in fire service terms, was delivered in 1964. This one still survives. Manchester Fire Brigade must have been pleased with its first Albions, as it ordered a whole series of fire engines based on Chieftain chassis, instead of opting for more Leyland Firemasters, of which four were in service in the city.

In 1964, the Manchester brigade commissioned from Pyrene a foam tender based on a Chieftain chassis. Thereafter,

between 1966 and 1972, this brigade received a further 14 Albion Super Chieftain dual-purpose fire engines, with bodywork provided by three firms, Cocker, Carmichael & Sons and HCB-Angus. None of these machines remotely resembled an Albion, for all had cabs and bodywork built to a common design. Some had circular radiator grilles while others had oval or rectangular

grilles.

Not only did these not resemble Albions in appearance but neither did any of the post-war British Albion fire engines. Only one coachbuilder used the Motor Panels-Leyland-Albion-Dodge (LAD) Vista Vue cab on Albion fire engines, for two LAD-cabbed appliances with John Morris bodywork, but these were badged as Leyland Super Six at Burnley and one at Dudley.

In 1964, Carmichael & Sons unveiled its new Albion 'Fire Chief' water tender, based on 12 ft 4 ins or 13 ft 4 ins wheelbase Albion Chieftain Super Six chassis, with Leyland 0.400 Power Plus diesel engine developing 125 bhp at 2400 rpm, in place of the standard Leyland 0.370 engine. The gearbox had five speeds with overdrive. Four hundred gallons of water was carried and the rear-mounted pump was a Carmichael-Gwynne Hi-Lo pressure unit, capable of discharging water at a rate of 500 gallons per minute.

As seemed to be the norm with Albion fire engines, the LAD cab was not used. Instead Carmichaels fitted its own standard glass-fibre front panel and cab, but did affix the Albion nameplate to the front. Halifax in Yorkshire bought the first one in 1964, and in the following year bought a unique combination appliance based on the Carmichael Fire Chief, but carrying the rescue equipment of an emergency tender, as well as a 50 ft elevating hydraulic platform.



Above: The prototype Carmichael 'Fire Chief', with the bodybuilder's in-house designed cab. This body and cab style was also fitted to Carmichael's Bedford and Commer productions, but at least the chassis maker's nameplates were always fitted to differentiate the makes. Angus Area of Scotland, Bury, Dewsbury, Halifax and Singapore Fire Brigades bought appliances to this design.



Above: The Albion of Halifax Fire Brigade was a unique combination emergency tender/hydraulic platform, dating from 1966. It was one of two Albions in the borough and was pictured in August 1973, the last full year of the brigade's independence, before it was incorporated into the county of West Yorkshire.

A single water tender served in Bury, while Dewsbury had a water tender and an emergency tender. Leicestershire & Rutland Fire Brigade bought seven dual-purpose appliances, equipped to carry wheeled escape ladders, plus a single example built by HCB-Angus to the Manchester pattern. Derby City bought four and Nottinghamshire



Above: This Albion dating from 1965 was one of four in service with Derby County Borough Fire Brigade. In order to accommodate the 50 ft Merryweather wheeled escape ladder, the pump controls have been fitted at the side. (AMDAC Carmichael)



Above: This LAD-cabbed Albion was an exception, as it was a former fuel tanker, converted to a foam tender for Worcestershire City and County Fire Brigade's Bromsgrove station. It was fitted with a roof monitor and a demountable self-contained pump stowed behind the front wheel. (C S Shearman)

bought six, while in, Scotland, the home of Albion, Angus Area Fire Brigade was the only Scottish authority to operate Albions, buying seven examples between 1966 and 1972.

Overseas, Carmichael Fire Chiefs were exported to Singapore and New Zealand, and single examples from each country still survive, but of the British examples none have survived into preservation.

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SUDDENLY ITS 1965 -and you are buying a two-axle lorry.

Phil read continues his review of the market for rigid lorries in the mid-1960s.



Above: Almost a classic when it was brand new – an ERF four-wheeler with the LV cab, a dropside for GIK Transport, on contract to the Church Gresley Fire Clay company, near Burton-on-Trent.

In the second part of this little mini-series we covered BMC to Dodge. Now we begin Part 3 with ERF. Little did we know it then, but in 1965, this manufacturer had recently embarked on what was to become a 30+ year period of growth – which was to transform the company into one of the UK's major premium truck manufacturers.

ERF, like most other UK 'heavy' lorry makers, received a big business boost with the introduction of the 1964 Construction and Use Regulations and its associated tough plating and testing regulations, with a 6 bhp per ton power requirement and rigorously enforced vehicle gross weight limits. As a result, ERF saw its order book swell, as many UK operators shifted from a policy of buying medium weight trucks and overloading them, to a higher gross weight premium product.

By 1965 ERF – though with an annual production only measured in hundreds of

chassis – was well-placed at the heavier end of the market. At that time, tractor units and maximum weight eight-wheelers made up the bulk of its output.

But, ERF four-wheelers, with their unique 'greyhound profile' chassis, which tapered from the middle of the wheelbase to the rear end of the frame, stood the company in good stead. As such, ERF built a following of both large own account operators and a wide range of discerning hauliers, who were prepared to pay a premium for these quality two-axle chassis.

The lightweight tapered frames enabled ERF to combine premium levels of build quality and high specification, with high payload capacity on its solo 16 ton tonners (from a failing memory, I am fairly certain that ERF used conventional straight frames for most – if not all – of its draw-bar two-axle chassis).

While ERF was not a big player in the two-

axle sector in 1965, it offered its customers a choice of cabs. These included the long-established – and still very stylish – KV (Kleer Vue) cab or the more recently-introduced LV (Long Vue) cab. This advanced and very well-specified cab went on to be upgraded to become the cab on the even more successful A Series a few years later.

ERF two-axle solo and draw-bar chassis were available with a choice of Cummins and four, five or six cylinder Gardner engines. Indeed it could be fairly said that ERF was not adverse to introducing makes of engines unfamiliar to UK lorry operators.

Over the years, Sun Works saw ERF chassis with all the usual and some of the more unusual power choices driven out of its doors. ERF was an early adopter of Rolls-Royce engines, but not a major user of these Shrewsbury-built units until later in the decade. In 1961, ERF was also the first to fit a



Left: Another great picture of a classic LV-cabbed ERF four-wheeler from the late 1960s, for a Scottish haulier, with detail trim differences from the one seen on the previous page. There's no clue as to the engine-maker in either case, but it's a good bet it was Gardner.

Below left and right: Admittedly dating from a few years later, this ERF Two Axle Rigid Chassis brochure shows LV-cabbed vehicles dating back to our chosen year, with a fine platform-bodied example for John Smillie of Govan on the cover, and a sectioned drawing showing the 'greyhound' chassis inside.

Cummins engine into a UK-built lorry – an eight-wheeler for the famous fleet of C Butt Ltd of Northampton – which carried out a lot of haulage work for Cummins at the time.

A few years later, probably for very good reasons, now lost in time, ERF went on to specify Dorman engines. This was the first time that Dorman engines had been offered in a lorry since the late 1930s – these engines were specified for an innovative, but ultimately unsuccessful ERF low cab, two-axle distribution chassis. Also, in later years, very high power Caterpillar and Detroit Diesel engines were specified for some export ERF tractor units.

Moving on, we come to Foden. Prior to the 1964 C & U Regulations I, as a cynical youth, thought that Foden would build a lorry to meet just about any individual operator's specification.

I imagined, at the time, a typical telephone call to Foden's sales office, going something along the lines of, haulier: "Please will you build me an eight wheeler with a motorbike engine." Foden salesman: "No problem sir – though I would recommend fitting our 12 speed gearbox and we will probably have to be careful with the choice of rear axle ratio." I must stress that this is an entirely imaginary conversation and bears no relationship to reality. It just seemed that way at the time, when you looked at the virtually infinite number of different Foden specifications that were built though the years.

Thus, from an enthusiast's point of view, Foden was a constant source of wonder for its endlessly varying product range. Commercially, of course, this approach was not a recipe for long-term financial stability, as future events were to show. However, the 1964 C&U Regulations caused the Sandbach



maverick to consider conforming – but it took until the next decade for this to be reflected to any great degree in the Foden product line.

Though based in the same little Cheshire town of Sandbach as ERF, there were major differences in the way that Foden worked. While ERF bought in its major components (engines, gearboxes and axles), Foden was a great believer in in-house development and manufacture.

As a result, Foden had designed (initially for a Royal Navy high speed boat contract, I understand) and manufactured its own two-stroke diesel engine. Foden also designed and manufactured its own gearboxes and rear axles.

Then you enter the world of cabs – Foden did variety in this area like no other manufacturer. With the exception of its

extremely angular half cabs, which were primarily for dump trucks, but available, if ordered, on conventional haulage chassis, Foden cabs were universally good looking.

For its two axle on-highway chassis, Foden offered steel, alloy or glass-fibre cabs of various designs. But, in 1965, it was still the stylish glass-fibre 'Mickey Mouse' S21 cab that made up the bulk of the orders for Foden two-axle chassis.

Regarding engines, your Foden two-axle chassis could be specified with the company's high-revving two-stroke – which was becoming more of a minority taste by 1965 – or a Gardner engine.

Thus, in 1965, Foden was still going its own way – and, in the years that followed, the company would continue its innovative ways. Foden was able to take its unique approach

thanks to the support of its loyal customer base, formed of hauliers who respected and understood the company's lorry design and manufacturing philosophy.

From two smaller contenders in the two-axle lorry market we now move onto Ford. 1965 was a seminal year for Ford's commercial vehicle business. Not only did it launch the D Series, which turned out to be its most successful medium truck range to date - it also launched the Transit. Though outside of the scope of this article, the Transit has gone on to become one of the most successful light commercial ranges ever.

As Fordson (it changed the name of its UK truck operation to Ford in 1965), its previous commercial vehicle performance had been solid rather than spectacular. Indeed, in its own way, until the end of the 1950s, with the launch of the Thames Trader range, Fordson



Above: This 1967 four-wheeled mixer also appears inside the brochure, showing detailed differences in the trim on its LV cab.



Left: ERF's draw-bar model did not have the 'greyhound' tapered chassis, as shown by this publicity picture.

Below: Some customers stuck with the KV cab on their ERFs. This preserved Showerings 'Babycham' lorry, seen at a mid-1990s rally at Banbury might date from a couple of years earlier, but the company had examples new in 1965 as well.

had been almost as iconoclastic as Foden.

With the demise of the forward control Fordson 7V model, which served the company well from 1937 until 1949, there was no forward control chassis in the range, until the introduction of the Trader in 1957. As a result the company was not as popular in the two-axle sector as, considering its industrial might and resources, it should have been. The Thames Trader changed all of that, with its new forward control cab and a modern choice of Ford-built four and six cylinder diesel engines.

By 1965, the last few Traders were being registered. In its place, Ford's Langley plant began production of the new D Series range early in that year. With the D Series, you could



Right: The smaller ERF 44G, usually powered by the four cylinder Gardner 4LK, remained a popular choice with the KV cab for a number of breweries. This one, seen in preservation at the 1997 Classic Commercial Show at Crick, was originally with Scottish & Newcastle.

sense that Ford management had grown tired of being a long way behind Bedford in the truck sales charts.

The company wanted to do something to correct this situation and the D Series was the right product at the right time, as far as the UK market was concerned. It laid down a marker to Bedford and all other UK volume light/medium weight lorry manufacturers that Ford wanted a bigger – if not the biggest – share of this sector.

The D Series was the first Ford lorry with a tilt cab – which was a major poke in the eye for Bedford! The D Series was also designed from the word go to be a unified range – with all the



Below: It's a George Neville of Mansfield press release, hence the rear view, but it's unmistakably a Foden S21 cab fitted to this four-wheeled tipper. The flat, not ribbed, sides to the body suggest a vehicle for the Hoveringham fleet.



associated economies of scale and production efficiency benefits that this implied – to cover most sectors of the UK market from light, through medium, to medium heavyweight lorries.

Initially, however, the D Series was offered in two-axle haulage formats in D200, D300, D400, D500, D600, D700, D750 and D800 versions covering the 2 – 8 ton payload range, as well as special D750 and D800 tipper chassis. Outside the scope of this article, early D Series production also included 6 x 2 and 6 x 4 haulage and tipper chassis as well as 4 x 2 tractor units.

Power for the new D Series range came from an all-Ford manufactured range of four and six cylinder petrol and diesel engines. In addition, there was a vast choice of gearboxes and rear axles, and from the driver's point of view, the D Series' already comfortable cab could be optionally upgraded to 'Custom' specification for real street cred.

Within two to three years, the D Series range expanded to include 16 ton gvw four wheelers, 24 ton gvw six-wheel rigid and up to 28 ton gvw tractor units with the all-Ford engine choice complemented by the addition



Above: Seen with some earlier Fodens in the Pearsons of Coventry preserved fleet at Gaydon, the S21 'Mickey Mouse' cabbed four-wheeler on the right is typical of the model available in 1965.

Right: Another preserved vehicle at Crick in 1997 was this Foden from 1967, which was fitted with the S36 cab, which became an alternative to the S21.

Below: A typical early 16 tons gross Ford D1000, with the 'Custom Cab' option, fitted with a Cravens-Homalloy lightweight platform body.



of more powerful Cummins and Perkins V8 options.

Running alongside the D Series in 1965 was the newly-designated K Series (previously the NC Trader) normal control range. This featured the smooth Cologne cab – which as its name suggests originated with Ford's German truck operation. The K Series range included the K150, K200, K 300, K400, K500, K600, and K700 haulage chassis and a K700 tipper chassis. Like the D Series, the K Series offered the same choice of Ford four and six cylinder petrol and diesel engines.

Also carrying a new designation for 1965 was the M Series (previously the Clearway). The M Series was a specialist product to compete with the BMC VA 'Noddy van'. As such, it was aimed at the parcel delivery sector. Whereas the VA had an iron grip on state-owned BRS business, the M Series found its (relatively limited)



Above: A Ford D400 non-HGV chassis – note the six-stud wheels – with an insulated box body, seen on the Locomotors stand at the commercial show, when the chassis was newly-introduced.



Above: Many drivers' introduction to lorry driving was in a non-HGV rental vehicle, like this Ford D300, fitted with a York 'Freightmaster' box body.



Above: The Ford D Series was found to be suited to many tasks. This D800 was fitted with a Shelvoke & Drewry 'Freight Loader' skip-handling body.



Above: The Ford D800 was also the basis of many tippers, like this 1966 example of F Webb of Harlington, Middlesex, which also sported Hiab lorry-loader.



Above: The D Series followed the successful run of the Thames Trader, a middle-weight which found its way into many fleets, notably as a tipper.



Above: Actually registered in 1965, this Thames Trader with Luton van bodywork would have been one of the last of the type.



Above: The Trader NC, or Ford 'K' Series as it has become, was the normal control model which carried on alongside the D Series for a couple of years.

market with independent delivery firms.

The M Series range included M150, M200 and M300 models on just a single wheelbase. Its standard body was a large, integral van, with sliding cab doors. It was also possible to buy an M Series chassis scuttle for non-standard integral bodies to be fitted.

There is one other Ford to consider – it's almost, but not quite outside the parameters of this article – and that is the 'go between' A Series. Conceived in 1967 and available from 1973, it was larger than a Transit, but shared many of its smaller relative's components, but the semi-forward control A Series was a relative failure by Ford standards.

Offered in gross weights ranging from 3.5 tons to 6.5 tons gvw, as well as a short-lived 6.5 ton gcw tractor unit, the A Series never seemed to catch the UK truck buyers imagination. The A Series suffered from being in the shadow of the D Series. From a customer's perspective, it was probably difficult to see what the cheaper A Series could do better than the equivalent payload D Series model.

The next part of this mini-series will continue with Guy.



Above: The Thames Trader 'M' Series was also available as an integral parcels van, an alternative to the BMC 'Noddy' van and the Bedford-Hawson offering.

Tankers On Site

In the latest of his series showing pictures of vehicles on construction sites, following the publication of our Road Haulage Archive issue on tankers, **Leo Pratt** shows us a selection of tankers photographed while on site.

Tankers are not perhaps the first type of vehicle that springs to mind in connection with construction sites, but in the case of fuel tankers, they are vital if the site is to function.

Some sites with a large amount of plant can require weekly or even daily deliveries of fuel – gas oil – to keep operations in progress.

This selection of pictures, which include fuel deliveries, represent some of the tankers seen on site in years past, and also of note are their varied and colourful liveries, most now just memories.

Then, as now, a very watchful eye would be kept on levels in the site storage tanks, and woe betide anyone who let their site run out of fuel...



Above: Seen delivering fuel on a site at Flanshaw, Wakefield, in the late 1970s, is Sudworth's little Commer four-wheeler, NWX 864M (West Riding, 1973), which is believed to be one of the last Rootes two-stroke Commers in the area.



Left: Fred Chappell of Ossett operated this tidy Foden S80 six-wheeled tanker, CVW 574S (Chelmsford, 1978), seen arriving on site near Wetherby, to replenish our tanks in 1984.

Below: Another four-wheeler was this Guy Big J4, VWW 217S (Leeds, 1977), seen in typical site conditions, as it tops up the site bowser, to the right, on a small contract near Bradford, during 1983.





Above: 'Safeway' of Stockport was the operator of this Atkinson Mk II six-wheeled tanker, ALG 956M (Cheshire, 1974), seen on site during April 1981, engaged in the unsavoury task of sludge disposal.



Right: Another regular visitor to our sites in the 1980s was this robust Seddon Atkinson 400 Series six-wheeler, AAR 661S (Chelmsford, 1978), operated by A1 Fuels of Doncaster. It is seen on site at Painthorpe in spring, 1986.



Above: Another Seddon Atkinson 400, this time an artic tractor unit, which still sported its original style grille, WHA 342X (Dudley, 1982). This was also engaged on sludge disposal, and is seen under the loading hopper at a waste water treatment site during 1983, when still quite new.



Above: Owned by the water authority, this six-wheeled Foden Haulmaster tanker, FCX 969W (Huddersfield, 1981), was powered by a Cummins V8, which sounded great, and was photographed at work on site in Spring 1985.



Above: More fuel for the site, and delivered in style, by this fine Leyland Constructor six-wheeler, B718 PJU (Leicester, 1984-5), operated by Butler Fuels, still quite new when photographed in 1985.

Below: A 'Mega Tanker' and also a tipper, labelled 'Chemviron Carbon Ltd', but the tarmac site road provides near perfect conditions for this ERF E14, E545 WRO (Luton, 1987-8), of Clifton & Sons Transport Ltd, to safely tip to discharge during Summer 1997.



Right: A 'heavyweight', in its somewhat sombre-looking two-tone Charringtons livery, this Seddon Atkinson 301 eight-wheeler, D 544 ARE (Stoke-on-Trent, 1986-7), replenishes our site fuel tanks on a large contract in Bradford in 1993.



Below: 'Total' ran this very tidy and compact four-wheeled Leyland Freighter, F254 CJA (Manchester, 1998-9), seen on site at Mean wood, Leeds, with another fuel delivery during 1998.



Below: On the day he retired, the writer's final gas oil delivery arrived, courtesy of this fine British Leyland eight-wheeler, G954 WBL (Oxford, 1989-90), still looking in fine fettle when photographed on a site in North Lincolnshire in 2002.



Removals Vans

Following the recent letters and article on Dakins Removals, **Harry Coughlan** has sent us a selection of similar vehicles working for various other companies.

He has taken these pictures of removals van over the years, and comments that Bedfords seem to have been the most popular choice in the removals world. Harry has driven quite a few Bedfords in his time, including 'O' and 'RL' models in the army, and then 'S' Types and 'TKs'.

He says the last TK he drove was an artic, fitted with the '466' engine and an Eaton two-speed axle. After it had done over 110,000 miles, the only new parts it had besides tyres and filters were a new alternator and windscreen wiper motor. He thinks it's a pity that they stopped making them...



Above: A long wheelbase Bedford TK1260, CBV 389S (Preston, 1977), fitted with Luton van bodywork for Edmondson, the Morecambe-based removals and transport operator.



Left: Marsden was well-known for many years as a builder of pantechnicons, like this Bedford-based example, FED 883V (Warrington, 1979), working for Green's of Leeds. The Warrington-based company, known as Marsden Vanplan from 1986, closed in 2005.



Above: A Leyland-DAF 50 Series, J852 DUY (London, 1990-91), with Luton van bodywork, working for London-based removals company, Burke & Wills. *(The company is still in business, I saw a DAF CF in the same livery the other day - Ed.)*



Above: This Leyland Roadrunner 8-13 – complete with the extra 'kerbside' window in the front panel – D126 CLM (London, 1986-7), with a large Luton van body for a basically lightweight vehicle, was working for a removals company called Coopers, with just a 'freephone' number on the sides.



Above: Not a type often seen with a Luton van body, this Bedford TL, A945 WCS (Ayr, 1983-4), was working for William Hope & Son of Kilmarnock, obviously in the hands of an enthusiastic driver, when it was photographed.



Above: A name which will be recognised by many enthusiasts, especially those with the Corgi model Bedford in the livery, John Julian of Cornwall adorns this Bedford TK 1260, DAF 438V (Truro, 1979), which also carries the Marsden name on its Luton head.



Above: Another Marsden pantechnicon body on a Bedford chassis, PJP 64R (Warrington, 1976 – like the other, registered by the factory). I think these vehicles were based on a version of the TK chassis, in contrast with the SB coach chassis which formed the basis of many furniture vans in the 1950s and '60s. This one was working for Morris Removals of Bagshot and Chertsey in Surrey.



Above: Here's another 1978 Warrington registration, TEK 495S, this time on a Luton-bodied Bedford TK, so not every Marsden customer opted for the integral cab. note the old '01' telephone number on this vehicle operated by Argents Removals of Ilford.



Above: This Leyland-DAF 45, a mid-weight chassis, on which a Luton body with side loading doors to take ready-palletised shipments, sports a 'cherished' registration, E4 JCM, reflecting the name of the operator, J C Meadows of London E17, which specialises in regular services to both Ireland and Europe.



Above: Is this too modern for Vintage Roadscene? An MAN 7½-tonner with the VW LT-type cab, BKA 995X (Liverpool, 1983 – yes, 32 years ago!), with a sleeper in the Luton head, which tilts with the cab, separate from the van body. It was working for Jayes of Maidenhead when photographed, and completes an interesting selection of different vehicles dating from the period 1976-1991.

LIKE FATHER, LIKE SON

- more than one life-time behind the wheel

Harry Larcombe shares his memories of both his father's and his own driving careers.

No doubt similar to the tippers which Harry's father used in the early post-war years, as well as the coal lorry Harry drove in his early years, is this Albion KS127, new to a Liverpool operator in 1939.



The thought-provoking article by Malcolm Bates prompted me to write my contribution, so here goes! Please excuse any 'typos'. I will try to find a couple of photos to go with this article and send you copies. I have somewhere a photo of one of the Albion tippers at Esholt and one of me with a wagon at Heathrow. At the moment, I have no idea where they are, so they could take some finding, but I'll do my best! (Meanwhile, being impatient to see Harry's story in the magazine, we'll find some suitable pictures to illustrate it – Ed.)

During the war, my father was in a reserved occupation and was away most of the time, building runways and other war ministry works. He had been a mascot during World War I, for the 'Leeds Pals' West Yorks Regiment at Breary Banks, in the Yorkshire Dales, while his father was a navvy driver, building a reservoir, so was exposed to all things mechanical and prior to World War II had worked with his dad on works such as the new road at the Rest and Be Thankful.



Above: The Bedford and other tippers used by Harry's Dad would not have been as smart as this preserved 1946 Bedford OST, seen at a 1980s rally.

He was also a navvy driver with his own crew and, among other works, built the runways at West London Aerodrome (now Heathrow) and Liverpool at Speke (now John Lennon Airport) and didn't get much time at home.

Father also dug out for the AVRO factory at Yeadon Aerodrome (now Leeds Bradford Airport) where I was born. Two thirds of the factory, which was building Lancasters and other aircraft, was effectively underground and

had the largest single span roof in the world, I understand. With Dad's occupation, it's no wonder I was brought up with a overriding interest in all things mechanical, while my Grandad had also been a navvy driver, though in his case, it was steam-driven ones.

After the war, Father carried on with his trade and, at weekends when I wasn't at school, I used to go on his jobs (still seven days a week!) with him. One I remember was digging out for the new Park Gate Steel Works at Rotherham, in the late 1940s, I think. We would set off from home about 5am in whatever Dad brought home the night before (usually a ex-army Bedford tipper or a Fordson E83W van) and pick up several men on the way. The cabs were so full that I always had to sit on somebody's knee!

On arrival, I would be straight out and join one of the short wheelbase tippers carrying the soil and spoil to wherever. I would happily sit there all day, riding backwards and forwards, soaking up the atmosphere of smelly diesel and the warm in-cab engine!

In the early 1950s, dad gave up working away, but probably one of his final navvy jobs was at Esholt Sewage Works, near Bradford, emptying the filter beds, which were full of many thousands of tons of small coal and refilling them with gravel. After the war and through to the early 1950s, coal was short (like many things, including my 2 oz sweets ration which went to 4 oz then, about 1951, went back to 2 oz when the government decided that sugar was running out, much to my disgust!) and the coal from Esholt was loaded by Dad into a fleet of Albion tippers and delivered to the mills around Bradford to keep the steam engines going driving the generators. Once again, I was up there, riding in the Albions all day every possible day.

On leaving school, I went farming, which I had been doing for years while still at school, attracted by the opportunity to drive the Fordson Standards and 'Little Grey Fergies' around at the time. I frequently drove a Fergie



Above: Built by coachbuilder, Reading of Portsmouth, this was a similar Bedford OL-based Luton van to those Harry drove for Edwards Transport of Ealing.

on public roads at 13 or 14 years old, which was not a problem in those days, as people of a certain age will know!

After a couple of years of this and dry stone walling, I went to a Ford main dealer as a tyre fitter and sometimes drove our E83W pick-up and more luxurious Thames 400E. Being a main dealer, there was always a selection of Thames Traders chassis cabs, and these were stored inside at night, driven out in the morning and returned inside again at night. Many, many cold starts for these new engines!

I then went off to my first 'proper' driving job, at Butlins holiday camp at Filey where, being in the catering section, I drove our 'fleet' of vehicles which consisted of an Austin 'Three-way' (Austin K8, one of which I have owned for many years), a Ford ET6 (4D) and a Bedford CA van – plus, of course, those ex-WD aircraft tugs, pulling many trailers around the camp. In between two seasons, I worked for a coal merchant in Leeds, with a pre-war petrol Albion. Those readers who remember will

know what that 1962/62 winter was like and being at the pits early morning, shovelling several tons of coal off the railway wagons and into hundredweight bags and then delivering them, will know what that cold was like! I gave up after a while and spent a couple of months on the dole – he only time in 60 years of work.

After Butlins, in late 1963, I went to live in London to join the 'Swinging Sixties', except Carnaby Street and so on passed me by, I think, although it was an exciting time to be living. I got a driving job with a small removal firm in Ealing, Edwards Transport – anyone remember the company? We had two Bedford O Types with Luton bodies, which were joined later by an Austin Loadstar, with an enormous body and a puny BMC diesel engine. When loaded, it was lucky to get up some hills!

My next job was with the Catering Buyers Association, based somewhere behind the Ace Café, making numerous deliveries all over the South and South-west with Bedford TKs, large and small 'Threpenny-bit' Austins, FKs and, occasionally, ancient BMCs, hired from Fisher Renwick if I remember rightly. They always stunk of petrol and the fumes were terrible! These days, 'elf and safety' would have a nervous breakdown on the spot!

I think (it's a long time ago!) I then went to a transport firm near Southall(?) which had a huge fleet of lorries and box vans and I was on contract at Heathrow Airport for an air freight agency, usually with a bonneted Trader (put your foot down and roll a fag while it got going!), delivering and collecting goods going to or coming from around the world. In those days at Heathrow, I could drive directly on



Left: Harry was not impressed with the performance of Edwards' Austin Loadstar, when fitted with a large van body. Hopefully, this dropside-bodied demonstrator did better.

Right: A Bedford TK box van of the type Harry drove for several different companies over the years.

the apron to collect goods – try that now! As a Northerner, I was amazed at what came out of the Air India aircraft hold, when migrants were bringing anything they could – even their double mattresses!

When I think back, with no sat-navs and only the maps, we had to find everywhere the old way. One day, I was in the yard and the boss asked me to take this new Ford Transit, which Ford had asked the firm to evaluate. The company ran many Ford products so Ford



Above: The Bedford TK was also popular as an artics unit, like this early 1970s example used to deliver Schreiber furniture.

probably valued its opinion. I duly took a large packing case down to Heathrow. The Transit was a automatic and I found it pretty sluggish, and I've never seen an automatic Transit since, so maybe they didn't go into production. As an aside, when I got to the tunnel into Heathrow, someone cut me up, I slammed on the brakes and the load shot forward, pinning me to the steering wheel. Could have been nasty, but I learnt a lesson and always secured loads afterwards, even in a van!

Again, I think I then went to British Rolling Mills (Brymill Steel) at its Greenford depot, delivering steel bars and those immensely heavy coiled rolls. There were hardly any forklift trucks at most delivery points and it was mostly hand-ball. No wonder my back is knackered! I delivered to very diverse customers, from

many small back street engineering one-man-bands, to the big boys such as AEC at Southall, Scammell at Watford and JCB. My wagon was a BMC FFK and the other driver (Ken 'Chalky' White, a World War II tank driver) had the newer model, which was a great improvement.

After Brymill Steel, I moved round the corner at Greenford to Allied Ironfounders, at its bath-making foundry, driving Commer two-strokes (one of my favourites) and Leyland Comets, both rigid and artics models, delivering mostly cast iron baths all over the southern half of the country. I had never driven artics before and, apart from a driving test round the block with another driver and a couple of weeks on shunting duties, I was out on the road.

On my first foray to the South-west with a fully-loaded Commer artics, I had one of the most embarrassing episodes of my driving career! I was delivering to a builder's merchant (I can't remember exactly where) and the town had a one-way system. I had to do a U-turn on part of the one-way road and back into the merchant's yard. To achieve this, I had to



Above: A lucky shot showing both Morris and Austin -badged BMC FFK vehicles at a rally in the 1990s. This was another type of lorry which Harry drove for British Rolling Mills of Greenford.



Left: A TS3-powered Commer artic of the type Harry drove for Allied Ironfounders, with which he had an embarrassing time reversing.

block the road until I reversed in but, with no power steering and despite having had no problems on shunting duties, I just could not get it right.

I tried a few times, until a friendly wagon driver, who was stuck in the queue, asked if I would like him to back it in for me. I politely declined, feeling that if I let this happen I would never live it down! It must have spurred me on, because at the next try I backed straight in! There were some hairy times delivering to tight places (Including around Lands End on single roads with no turning points!), one of my wagons catching fire somewhere down the A40 and another suddenly losing air and jack-knifing on a minor road when the trailer brakes came on. But overall it was a good job and one of my most enjoyable.

The last job in London (I think!) was when I left Allied Iron Founders and moved almost next door to Joe Lyons heavy transport division, collecting and delivering tea, coffee (and vats of jam!). The docks were a regular haunt in London and Liverpool and, the way they worked with the closed shop/family set up in those days, you had to be ready for a long wait. Sometimes a few wagons would set off early from Greenford, bomb through Central London (try that now!) to the docks by Tower Bridge (now posh flats) and, if you were lucky, you may get loaded before dark – or maybe not at all! Those guys with their long grey

overcoats and flat caps ran the docks! The fleet I remember were four and six-legger Comets, the odd TK, the odd eight-legger and drag, plus a Dodge that went like the clappers. For some reason, I often got this wagon to deliver large stainless steel vats of jam to Wakefield.

In 1968, I decided to move back north and worked for a short time for Crofts of Yeadon (no longer around) and drove a TK artic and (again, I think) an Ergomatic AEC Mercury artic. Crofts was also still doing night trunks to London, with a pretty ancient eight-legger and drag.

Living near AEC at Southall and seeing those wagons rolling out of the factory, often in chassis form, being delivered all over the UK, I would have liked to work there but the opportunity never occurred. A very good friend of mine was a photographer at AEC and took stunning publicity photos of the lorries, some of which I still have somewhere. I have to say that the Ergomatic cab AEC was the most beautiful and comfortable wagon I ever drove (some drivers may disagree!) and it had power steering!

Of all the wagons I have driven – and I've probably missed out a few – this was the only one with power steering. With the lack of this luxury, the hand-balling and roping and sheeting, wagon driving was very heavy work and today life is much easier for drivers, I'm sure. When the HGV licence came out, I was driving

a tipper on landscaping jobs on major roads, so only got a Class 3 licence, but wasn't concerned, as I had decided to move on to another career.

I enjoyed my driving career and have lots of memories, some good and some not so! The overnight stays were a mixed bag. Staying at a Salvation Army hostel somewhere in the South-west was a guarantee of a single room and egg on toast for breakfast. Staying at many places was crude, to say the least. Dormitories with men smoking, snoring and breaking wind all night guaranteed an uncomfortable night! Then there was the transport digs near Plymouth (I think) where the landlady called everybody John in that distinctive South-west drawl, and her dinners consisted of the cheapest cuts of meat, with the most watery over-cooked potatoes I ever had!

There is probably much more I could remember and share but, as Malcolm Bates said in his article, if you write them down then they are not lost forever. I will no doubt remember more as I journey through life.

I As a footnote, when my dad was digging out for the AVRO factory, one day a plane took off and immediately stalled and plunged to the ground. Dad ran out with others to try to rescue the pilot and lost his silver or gold (can't remember which) cigarette case inscribed inside 'to Reuben (or maybe Rube) with love from mother'. He never found it, despite a long search and its almost certain someone picked it up and took it. So if any readers see this case at a car boot or antique fair let me know. I would love it back in the family or at least to see it.

Having enjoyed reading about Harry's driving career, how about sending us your memories of working with lorries?



Above: Two examples of the Ergomatic-cabbed AEC Mercury artic unit, a type which Harry drove for Crofts of Yeadon, which he thinks was the most comfortable vehicle he drove – and it had power steering.

'HOW TO' SERIES PART 57...

The Hovis Sentinel at speed with only a modest tailback of 'moderns' giving the game away that this picture was taken in 2017, rather than the early 1930s.



HOW TO DRIVE STEAM LORRY

Our **Malcolm** has driven many different vehicles in his busy life, from a 1000cc Vincent motorcycle, to an Oshkosh tank transporter. From an 80 tonne Volvo logging truck to the very same trolleybus he once went to school on. But today is a first. He's going to drive an iconic Sentinel DG4. Works number 8084 was delivered new to Hovis in 1929 and is now part of the Saunders collection. No pressure then? Well, yes actually - all 275psi of it!

Does everyone play this game, or is it just me? It's a bit like a bucket list of things to do before you die, but more focused. Hang on - should such a list actually be achievable? Or is it a case of the more impossible, the better? Make it a Top Ten list of things you'd most like to have done before the final curtain falls, then. What might your list include? And perhaps more to the point, are you actively engaged in getting things organised, so they can be ticked off?

Be careful. It could get a bit weird: go for a walk with the Duke of Edinburgh? Have a discussion about hair-styles with Boris Johnson? See Jerry Hall naked? Yep, been there, done all those. See what I mean? But

then, it was once my job to escort HRH. And Boris might have suggested my hair was more outrageous than his and thus worth a photo. Jerry Hall? She got her kit off in a West End play, so apart from Jerry, none were actually planned to be on my list, so to speak.

Best we concentrate on things that are 'vehicle related', eh? Such as? Drive a Lamborghini on the M25 at 200mph. Circumnavigate Le Mans in a Vintage Bentley. Climb Shap with a fully-loaded Scammell Highwayman, in winter when it's so cold, there is ice on the inside of the windscreen as well. Stuff like that. Get my drift?

In the course of putting together our Vintage Roadscene 'How To' series, I've been lucky enough to experience several things that really would be on my very own bucket



Above: The manufacturer's plate. Sentinel 'Waggon' number 8084 was built in Shrewsbury and delivered new to Hovis. The lettering on the 'Trade Mark' suggests 'Ever Watchful' and 'On the Alert'. This could equally apply to the driver, if the DG4 is to be kept on the road!



Above: Although the boiler is in the cab, the actual steam 'engine' is here, under the load-bed floor - exactly where post-war Sentinels had their horizontal diesel engines, located in fact.

Right: A nice touch. Steam-powered DG4 has a built-in compressor for tyre inflation pump - something that modern air-braked diesels don't even come with!



list. Drive a horsebus. Drive a trolleybus. And without giving away our future plans, we have more 'How To' ideas that I'm guessing (and hoping) might be on your list too. But here's one that is surely on everyone's list - How to Drive a Steam Lorry.

"Pah," you're possibly thinking. "How hard can it be?" Well, the first hurdle is to find someone with a fully working steam lorry that is (a) prepared to go to all the trouble of getting it in steam just for you to have a drive and (b) just as tricky, be happy to place some £150,000 -worth of steam lorry into the hands of what we might term a steam virgin. Only when you've reached that point are you

in a position to grasp what, in the 1920s and early '30s, might have taken a rookie driver several years to learn. Gulp. I've got three hours.

Thanks to well-known steam brothers John and Ted Saunders of Stotfold, I've got a Sentinel DG4 undertype steam waggon for the day. Designed for a five ton payload (plus the potential for another four or five on a 'proper' Dyson turntable draw-bar trailer), it was built in 1929 and delivered to transport not Hovis bread, but more likely the sacks of milled flour needed to make those famous loaves. Of course, I've got books on steam lorries. I understand the theory. I can wield

a spanner and waft an oily rag. And I'm lucky enough to have not only ridden from Battersea down to Brighton on the freshly-restored Sentinel S8 eight-wheeler, when owned by the legendary Edgar Shone, but also remember seeing a working Sentinel steam lorry when I was a kid, during the Suez crisis. But in spite of all that, today is going to be a special day. I'm actually going to DRIVE a steam lorry...

FIRST IMPRESSIONS

Number one priority is to arrive at the depot two hours earlier than the planned departure time, in order to get steam up. Obviously, the

THE PREPARATION



- 1: Why do steam enthusiasts spend so long cleaning? Because, as our Malcolm was about to find out, everything soon gets covered in a coat of grime!
- 2: Inside the cab? Yep, that gets grubby too. So cleaning the glass water level gauge is a vital part of the preparation before any trip.
- 3: We have fire! Give our Malcolm a box of matches and he's happy.

THE PREPARATION cont.



- 4: Things seem to be getting a bit hot - alas, turning on the cab air conditioning (opening the windows) doesn't work while stationary!
 5: We have plenty of fossil fuel on board, but getting water supplies sometimes requires 'stealth'...
 6: We have lift off! Finally, the pressure gauge is on the rise. Maximum working pressure is 275 PSI. Anything less than 150 could be a problem.
 7: One lump or two? Tom adds a bit more coal...
 8: And we're ready to go!



first job is to light a fire – although more likely is the need to first drop the ashpan and clean out the left-overs of the last fire. Next, with a diesel-soaked rag in the ashpan and some kindling in the firebox, it's time to top-up the oil and walk around with a grease gun, while the fire gets going. There's no hurry. "We can't move until we get at least 150psi on the pressure gauge," my mentor Tom Hodgson explains. "That will take at least another hour." OK, I'll put the kettle on then.

Right, tea drunk, there is expectation in the air. And rather a lot of steam and smoke too, as it happens. The fire is going really well now, helped by Tom adding lumps of coal - not in LNER Pacific locomotive shovelfuls, you understand, but delicately, a

few lumps at a time. Like each lump of coal was worth a tanner. Which, for all I know, it might be. To be honest, we've already cheated a bit and availed ourselves of some modern technology in the form of Saunders Recovery's fork-lift truck. To save time, Tom and 'Bash' (Don't ask, but the clue is in the name), who in their day job manage vehicle movements at the busy recovery yard, hitched up the fork-lift's tow pole to to pull the Sentinel out of it's garage to the water tap to fill up the rear-mounted water tank.

WATER TORTURE

Since everything in Britain was privatised, getting water from hydrants has become a major problem. What we might see as a

national resource (it does fall freely from the sky in large portions, after all), largely utilising facilities that had already existed long before 'profit' and 'water' featured in the same sentence, is today seen by the privatised Water Companies as theirs. And, as such, anyone borrowing some of it is guilty of theft. Previously accessible water hydrants now have a secret pressure-sensitive trigger, which alerts a control room that someone is tapping into the water supply. And within no time, a little man in a van is sent forth to investigate. Can you believe that?

To prevent us getting banged to rights today, Tom has loaded a freestanding water tank into the back of the Sentinel and should we still be caught short, there's a petrol-

driven water pump to refill it. Is this really necessary? Well, get this; a steam lorry will only need a few lumps of coal every mile or so, but water consumption works out at 20 miles of travel for every 65 gallons of water (the capacity of the rear-mounted water tank on the chassis). This makes finding water more pressing than mining for coal.

Right, the pressure gauge has topped 200 psi now so we need to get moving before the safety valve blows off and wastes all that energy. "I'll take her out of the yard for you," Tom wisely suggests, "The steering takes a bit of getting used to, so it's best you begin on a straight road." To give our pictures a period look, we're heading for the beautifully-restored water-driven Stotfold Flour Mill, a couple of miles away.

While we don't know the details of the period vehicles used by this mill in its heyday, we do know that another water wheel-driven flour mill, once operated by Franklins at nearby Langford, operated a Sentinel S4 'in period.' Discovered in Canada, it has now been repatriated and fully restored by the Simmonds family who live in locally, meaning it has now returned to the village where it once worked 80-odd years ago.

TIME TO CLIMB

We're at the mill now. Time to change over. To be honest, I was too excited to have been much use as a fireman (I was too busy watching how Tom handled the Sentinel when approaching traffic lights and road junctions), so the first job is attend to the fire.

Right, now it's my turn to get behind the wheel. Reaching the cab feels a bit like climbing-up into the cab of a modern Renault Magnum; it's a long way up. But once inside? In contrast to the uncluttered space of a modern 'high datum' diesel truck, the cab of the Sentinel is cluttered in the extreme. There's the steering wheel of course. It's massive. And just where I might want to put my right leg, there are three levers. Three!

Clearly, one is the substantial ratchet handbrake. Er, I'm guessing it's that one. But what are the other two? Tom explains. Er, right. Remembering that steam power offers seamless, maximum torque from a standstill, 'gears' might be considered as less of an issue than is the case with a petrol or diesel vehicle. However, the driver of a Sentinel steam lorry will still have to manoeuvre in tight spaces (like wharfs and flour mill yards), so we have a 'range change' lever to provide a crawler gear. And a higher range for normal road travel. That's that one. The third lever is what passes for a gear-lever on an internal combustion-engined lorry. Fast. Slow. Neutral. Reverse. Except there is no clutch to worry about. And no obvious 'gate'.

THE CONTROLS



Above: Yes, that's the boiler by your left knee. And three levers just where your right knee would like to be. Central pedal is the steam brake.

Below: Regulator is controlled by left hand. But you'll need both hands on the steering wheel for any corner!



OUT ON THE ROAD



1: To boldly go... The Hovis DG4 heads out of the Saunders yard, heading for Stotfold Mill.

2: He's getting the hang of it! An apprehensive Malcolm inches up the regulator and builds up speed. Brakes, Malcolm? Have you tried the brakes?

3: No need to stop here! The Sentinel powers past local Shell garage as drivers of internal combustion powered vehicles fill up with vastly overtaxed fuel. Just wait until Donald Trump gets those American coal mines working again – 'external combustion' steam power could make a comeback!

4: Britain's very first roundabout (built in 1909 in nearby Letchworth) is just a couple of miles away as the Sentinel fends off foreign-registered Volvos and Scania's on the busy A507 roundabout.

5: Journey's End? After a round trip, our Malcolm gets the Sentinel back to Stotfold Mill in one piece.



In contrast, the floor is remarkably free of pedals. There's just one. Centrally located, it has to be the footbrake. "Yes, you're right. It is. But it's steam activated and does take some getting used to," Tom advises. It seems that because it's important to ensure the system is free from condensation, several 'prods' are needed, before any application in anger is likely to be successful. But once that's been done, a Sentinel steam brake would have to be used carefully as very few vehicles of the era would have had stopping power to match. I'll give it a try, once I've figured out how to get things moving. "Right, you'll need to wear these gloves before you touch the regulator as things get pretty hot," Tom explains.

GLOVES ON. TIME TO GO

OK then. Gloves on? Here we go. Steam pressure? Check. Handbrake ready for release? Which one was it again? Oh yeah. Check. Engage 'high' on that lever and 'slow' on that one. Check. Nothing's happening. "Now inch the regulator in that direction," Tom explains. "Slowly, now." Sssssshhhh. Chuff. Shhh. Chuff... We're away! My excitement soon turns to, if not fear, then deep concentration as the first corner is approached.

I've driven a fully loaded logging truck on snow-covered tracks in Northern Sweden, in winter, where corners demand maximum respect. This is on the same level. I can't see – did I not mention that the entire cab gets full of steam and condensation every time we stop? I've no idea how fast we're going – it feels like 50, but I'm guessing it's nearer 25. And while I'm also guessing no one is likely to come blatting round this blind bend on a narrow rural lane at the very same moment we're coming in the other direction, the local cemetery is only half a mile away so an RTA with a hearse is a distinct possibility. Phew. Bend one negotiated.

"Go on, give it some," Tom suggests, as we reach a straight stretch. No, I think I'll practice stopping, first. Just in case. He's right, the steam brake does take some learning. It's essential to blow out any condensation first, but after some practice, I find that the Sentinel scrubs-off speed as soon as the regulator is knocked back. Expecting a freewheeling effect from the underfloor twin-cylinder engine, I soon realise that the chain drive produces lots of drag, as soon as 'drive' is disengaged.

The secret? Look well ahead trying to anticipate the road conditions and what oncoming traffic might do. And, above all, keep both hands on the wheel as even though the Sentinel has a proper steering box, the geometry is at best 'challenging'.



Above: Instructor, co-driver and fireman Tom looks relieved.

God knows what it would be like on rural 1930s roads, when fully laden!

All too soon, we've run out of road – the next junction ahead is the main A1 northbound – so time to turn round in a nearby farmyard and head back to Stotfold Mill. And a welcome brew.

CONCLUSION

Job done. Back in Saunder's yard, Editor Mike Forbes and I reflect on the fact that while a Sentinel steam lorry would have rated as a seriously large premium heavy lorry in its day (indeed it still seems very large from behind the wheel), in real terms, it's smaller than a modern 7½-tonner and has a payload of only a couple of tons more. It's easy to understand how effortless steam

power was seen at the time, but while the location of the boiler (and coal bunker) inside the cab might be a welcome source of heat in winter, it must have been hell in summer.

That it was possible for me to 'get' how to drive a steam wagon (or 'waggon' as Sentinel would have it), in just a couple of hours, is a remarkable tribute to the design. Alas, clearly Sentinel didn't give much thought to 'driver comfort' or steering geometry. A bolt-upright seating position, with no footboard on which to brace the effort needed to steer the thing, would have made driving a Sentinel from Liverpool to London a back-breaking task.

Mind you, the need for frequent stops, in order to take on more water, would have been very welcome!



Caught in Time – Another Look Back

We return to **Allan Bedford's** pictures of lorries from a few years back, showing types which are becoming all too rare these days.

Another selection from Allan's interesting collection of pictures of vehicles of the types which we used to see every day. They all have one thing in common. They were nearly all built in the UK and are now fading into history. Of course, Dennis-Eagle vehicles are still built in the UK and some DAF vehicles are still built in Leyland, but Ford commercials are produced elsewhere, while their Iveco successors are all imported.

If anyone thinks the lorries shown here are too modern, Allan would ask them when they last saw a working AWD or even a Bedford TK or Leyland Freighter? He urges everyone with an interest in 'British' HGVs to get out there and capture the final ERFs, Fodens and others because, apart from the showground, it is unlikely any will remain in another five to seven years.

Many of these photos were taken on Allan's journeys to and from work or at lunchtime. He lived in the Bexley area until 2005, then moved to Devon. We have some more to bring you more in future issues, but there will soon be no



Top: Back in 1984, this AEC Marshal six-wheeler, TFA 619R (Burton-on-Trent, 1977), with a sleeper pod added to its cab, was being un-sheeted at the old plasterboard works in Erith, Kent.

Above: An AWD-badged TL two-axle curtain-sider, H426 KTW (Chelmsford, 1989-90), in the livery of LEP International, based in Bromley, then part of the Swift Services group. The driver is asleep in the passenger seat, four days after Christmas 1997, at Southfleet Services on the A2, which disappeared with a major road re-alignment in this area.

working examples to be seen of any of these vehicle types, so they really were 'caught in time' before they disappeared...

● We've included the registration details of most of the vehicles pictured, as we usually do, using Len Newall's wonderfully useful 'History of Motor Vehicle Registration in the United

Kingdom' for the older vehicles, and a 'Glass's Guide' Index of Suffix Marks 1971-80. Readers might notice the change after the 1974 Local Government reorganisation, from registration numbers issued by counties or boroughs, to local registration offices, for example Kent numbers were now issued by Maidstone.



Above: During a lunchtime stroll while working for J & E HALL of Dartford, Allan found this brand new, but traditional Bedford TJ dropside, GKN 761L (Kent, 1972), ready for work with a local coal merchant, a declining trade which kept to these old favourites.

Above right: This Commer Maxiload six-wheeler, FTM 277E (Bedfordshire, 1967), was seen in 1978, unloading opposite the platerboard works in Erith, under the watchful eye of the gatekeeper. The buildings to the right were once part of the vast World War I Vickers armament works. In the 1950s, they were occupied by D Sebel & Son, famous for the 'Mobo' scooter and toy range, as well as steel stacking furniture. New housing was built there in the 1990s.

Right: Allan saw this Dodge K 2413 T 500 Series six-wheeler, AKR 14T (Maidstone, 1978), of D R Lewis of Wrotham, Kent, parked ready for Monday morning, alongside the old A20, near Brands Hatch, while returning from a Sunday boot fair in July 1998.



Above: Once seen everywhere, this Dodge-badged 'Walk-thru' van, AHX 268T (London, 1979), was parked opposite the unit Allan's company occupied in Dartford Trade Park, wearing a typical livery of the period. Earlier London Electricity Board vehicles were painted grey with the LEB trademark in an oval with a coiled electric wire surround.

Right: Seen opposite the Gravesend and Northfleet Football Club Ground, known as Ebbsfleet FC, in July 2000, this ERF B Series four-wheeler, LJM 820X (Reading, 1982), certainly gave Calor Gas long service.

Below: Making a delivery of Andersons Roofing Felt from Stretford, Manchester, to the Erith plasterboard works on a miserable day in October 1984, this LV-cabbed ERF four-wheeler, FDG 437L (Gloucestershire, 1973), was in the fleet of haulier, F Swain & Sons Ltd, of Prestbury.



Above: Two names which were once closely linked but are now both lost. Frank Tucker was a main agent for ERF for many years. Its tidy E10 eight-wheeled tipper, E982 XFJ (Exeter, 1987-8), was seen parked in Station Road, Bovey Tracey, in July 1995, ready for Monday morning, on the occasion of the annual Devon Coast Run for vintage vehicles.



Above: Another lunchtime shot of a well-known haulier's ERF EC8, R633 VVR (Manchester, 1997-8). William Kirk of Macclesfield's artic was in Peckham in 2003, with a Routemaster emerging from Rye Lane on route 12, a year before the hated-by-many 'Bendy-buses' took over.



Above: Morrison's distribution vehicles have just changed to green from the yellow, which replaced the black of these ERF ECs, on contract from C Butt of Northampton. Allan says he never had a lot of luck capturing pictures of these vehicles delivering to Morrison's Erith store opened in 1998. However, one day, at the goods inwards gate, he caught the attention of a friendly back-door man, to whom he passed his camera for this shot of fleet nos 204 and 257.



Above: After being one of the earliest customers for Scania Vabis around 1966, as seen in our Road Haulage Archive issue on heavy haulage, Beck & Pollitzer bought British for a while in the 1990s, like this ERF EC11 6x2 tractor unit, N688 CKN (Maidstone, 1995-6), seen in Northfleet in 1999.



Above: During Allan's frequent holidays in North Devon, a visit to the pannier market at South Molton was a must. The neighbouring cattle market proved an excellent venue for lorry photographs, like this one of Steyr-cabbed ERF ES6 four-wheeler, F768 KOD (Exeter, 1988-9), of J Watts of Barnstaple.

Right: Despite the LV Transport depot being just down the road from his company's Northfleet warehouse, this was the only time Allan saw one of Len Valsler's immaculate fleet delivering there, ERF E14, F99 GKN (Maidstone, 1998-9), in 1996. Len retired and sold the business to Swains of Rochester in 2012.



Left: Two more famous names lost in recent times, Foden and Unigate, seen in Brook Street, Erith in 1995. Narrow cab Foden 4000 Series, L725 FPG (Guildford, 1993-4), was delivering to the milk depot behind the houses, formerly operated by the Royal Arsenal Co-operative Society, which became a Unigate outlet following the demise of RACS. The depot was suitable for the electric floats, but all deliveries had to be unloaded in the busy road.

Below: Parked one Saturday in 2001 at a garden centre next to the M25 at Hawley, Dartford, a line of four Foden Alpha eight-wheeled tippers included X392 YGU, which celebrated J Clubb of Wilmington's 70th year when new in 2000. Fodens, all now gone, were for many years a feature of this immaculate fleet, which also included in the 1970s Guy Big Js, supplied locally by the main Vauxhall/Bedford agent in Dartford, Western Motors.



Left: Flanked by two other Sandbach products at a vehicle rally, this quite new Foden 4325 eight-wheeled bulk tipper, N960 KGH (London, 1995-6), complete with typical embellishments, was in the fleet of the well-known South-east London fleet, S Clark & Sons of Penge, which featured in our road Haulage Archive issue 'Lifetime with Lorries'.



Above: This early non-HGV Ford D Series, HLR 517C (London, 1965), seen in Northfleet in 1993, managed 18 years of service, latterly on waste cooking oil collection, until superseded by an ex-Owlett Bedford TK.



Above The Bedfords of W M Owlett, the ironmongery and fixings specialist, of which the main depot was at one time in the old Refell Brewery building in Bexley, were unmistakable, with their brown livery and tilt bodies, like this Bedford TK, LMY 204P (London, 1975), seen in Northfleet in 1995, having replaced the 1965 Ford D Series on waste cooking oil collection.



1: This battered old Leyland Clydesdale, SNJ 164X (Brighton, 1982), was still earning its keep after 20 years of hard graft for Canto of Lewes, during the short time Allan spent working in Newhaven – but for how much longer?

2: Rather better looked-after was this ten-year-old Leyland Freighter, G975 WOU (Bristol, 1989-90), one of the 'Pinbins' fleet, based near Dartford, exchanging a skip in May, 2000.

3: On a murky December day in 1998, a Leyland-DAF Roadtrain 20-33 6x2 tractor unit, J503 HFE (Lincoln, 1991-2), in the well-known



livery of Bradshaw of Gainsborough, with a curtain-sider, full of loft insulation from Warrington.

4: One pleasant June evening in 2000, Allan ventured to deepest Essex with his wife and some friends for a good meal and ale at the Old Dog, Herongate, near Brentwood. Outside a plant nursery nearby, this time-worn Seddon Atkinson 3-11 six wheeler was parked up for the night, awaiting an early tip of its horticultural load. Approaching the vehicle, a lot of expletives were heard from the cab, but he persevered, as he could not resist this battered veteran.

QUARRY SCENE

Let's go 'off-road' for a change with a pictures of tippers, dumpers and plant in quarries, selected from the Hodge 'Stilltime' Collection by Mike Forbes.

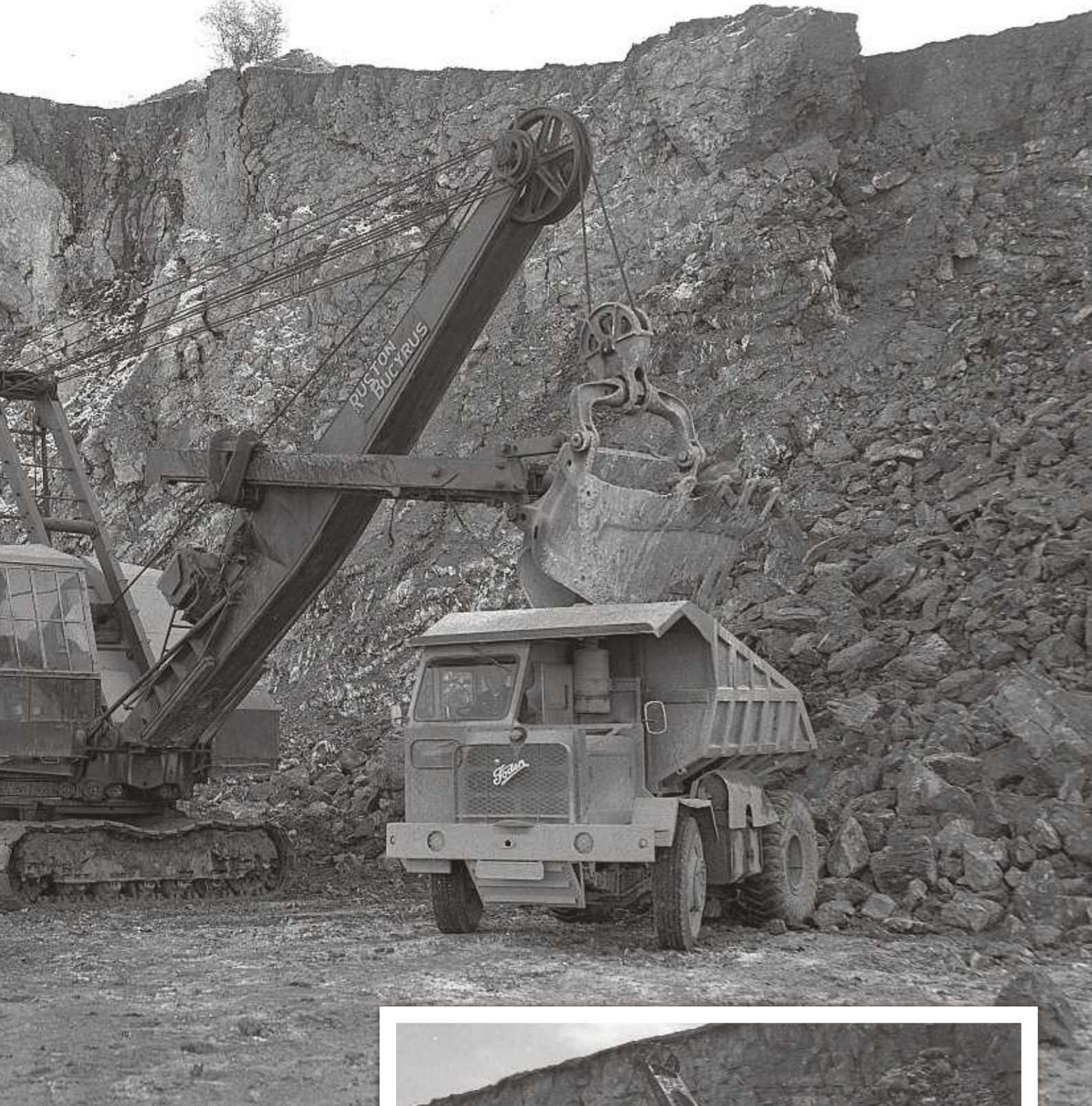
Pictures of tippers always seems to be a popular subject. How many of us can resist stopping to watch the hydraulic ram pushing the body up, the tailboard opening and the load cascading out of the back? Equally, we all enjoy watching some sort of excavator or loader – usually coming under the catch-all description of 'digger' for most of us – as it drops its bucket-load into the back of a tipper on site or, in this case, in a quarry.

Many minerals of one sort or another, from sand to coal, are dug out of the ground and need to be moved, first to the nearest road – or in some cases, railway – then on to where they will be put to use. Sometimes what we might term the 'primary haul', from the quarry face, will go directly to the production process at the 'works'. Cement would be an example of this. Aggregates – sand, gravel and stone – usually need 'sorting' into different grades or sizes, so they are taken to stock-piles, from where the road tippers will transport them to the site where they will be used.

The pictures we have here show various types of dumper from the past, mainly derived from the manufacturers' heaviest road-going models, with heavy-duty bodies. Compared with the giant specialist vehicles often used today, they were small, but impressive in their day. Some were little more than standard or ex-military lorries, beefed-up for their gruelling duties – as off-road work is hard on everything, from wheels and tyres to engines and bodywork. I've included a few road-going tippers as well.

Some of these pictures show impressive holes in the ground, from where the minerals have to be extracted and, of course,





Above: A short wheelbase four-wheeled Foden FED/4 dump truck being loaded with rock by a Ruston Bucyrus 54-RB face shovel. Usually equipped with Foden's two-stroke diesel, this 15/17 ton dumper would be designated FL if powered by a Leyland engine, or FC if powered by Cummins. Both would have driven through a Foden 12-speed box. Note the guard over the radiator grille, the large cab guard on the 6-7 cu yd body, protection for the fuel tank and wide single rear wheels and tyres. (CHC abc899)

Left: Atkison's answer to the Foden six-wheeler was the similar 'Hylode' DT1366, with Gardner or Cummins engine. A similar half-cab layout was used, with bodywork often supplied, as in this case, by Autolifts. Seen on trade-plates, this was probably a demonstrator, possibly photographed at the press launch. (CHC aas165)



Above: This is a Foden FED/6 dump truck, with another Ruston Bucyrus face shovel. The six-wheeler, which is road registered, 396 MRE (Staffordshire, 1956), looks a little battered at the front. The nominally 10½ cu yd body would often be over-loaded, part of the reason for the large cab guard. The large air-cleaners can be seen beside the half-cab, while the large single rear wheels and tyres are a feature of this model. (CHC aay757)

Featured on the cover of our August 2009 issue in a different shot, this Scammell Himalayan 6x4 14 cu yd dump truck 131 FWO (Monmouthshire, 1963), worked at the CEGB's Uskmouth 'B' coal-fire power station moving wet ash.



hauled uphill, to the transfer point by the road. A number of the photographs were taken at demonstrations, where journalists had joined operators to see the different models being put through their paces, which must have been interesting.

There are more in the archive, showing the same or similar vehicles, so if this is a subject readers would like to see more of, we can have another look in a future issue.

Right: Here are a couple of Macks working for the 'Roadstone' company in Northern Ireland, whose tippers we showed in our Scenes Past feature on roadworks a couple of issues back. They were probably ex-military vehicles, judging by the rather crude replacement cabs, but obviously got the job done in a demanding environment. (CHC aax968)



Above: This Aveling Barford RD017 from the late 1960s was actually the 'baby' of the company's range of dumpers at the time. With a Leyland diesel engine, it was designed for a 17 ton payload. In the single cab, the driver had two steering wheels and positions. This example is seen working for William Tawse of Aberdeen, being loaded by a Priestman Lion face shovel and tipping on a site in northern Scotland. (CHC abj097 and abj071)



Above: An ex-War Department Austin K6, a type which seems to have been popular for this type of work in the early post-war years. It has been fitted with a steel dumper body and note the ingenious use of the regimental marking disc on the wing for its fleet number. Only used off-road, it's not being looked after, with a bald tyre, single small headlight and ill-fitting windscreens, but must have been up to that 38-RB dropping a couple of those large bucket-fulls for it to carry away. (CHC aba426)



Above: This looks like a post-war rebuild of an AEC Matador, with a later-style cab and dumper body. It's still working, but looks as if it had seen better days... (CHC abh400)

Right: A rather spectacular scene, in which a standard road-going Bedford OST tipper is being loaded by a face shovel, it appears, half-way up a mountain. NCV 209 (Cornwall, 1950), looks quite new and is lettered for Goonvean & Rostowrack China Clay Co Ltd, of St Stephens, St Austell, which tells us what's going on. No hard hats or high-viz and a balk of timber to stop the tipper reversing too far... (CHC abh369)



Left: Perhaps not strictly a quarry scene, but it could be a stockpile, where this distinctly second-hand looking Fordson 7V tipper, FRO 847 (Hertfordshire, 1941), is being loaded by a 'skimmer', while some shirtless chaps with shovels look on. (CHC abh055)

Below: Two standard Thames ET6 short wheelbase tippers, their bodies enlarged by 'greedy boards', have ventured into the quarry to be loaded by the Priestman face shovel. HYS 717 and KGA 407 (Glasgow, 1950 and 1952), were part of the fleet of Alexandra Transport Co Ltd, based in Bridgeton, Glasgow, which appears to have run a quarry and brickworks as well as transport. (CHC abe255)





Above: A Morris-Commercial CV tipper, FAB 736 (Worcestershire, 1946) of Severn Valley Sand & Gravel Co Ltd, 'Quarry Owners and Brick Manufacturers' of Stourport, being loaded by a back-acting shovel at the company's quarry. (CHC abe335)



Left: Another previous cover 'star'; well, a similar vehicle from the fleet was seen outside the company's Barry garage in June 2010. Here 833 NTG (Glamorgan, 1962) and a sister Foden S21 eight-wheeled tipper of S Harfoot & Sons are seen in the thick of it, shifting spoil from an opencast coal working. (CHC abi666)

Right: At the stockpile: a wartime Austin K4 short wheelbase tipper, DVV 705 (Northampton, 1953 – re-registered, ex-ministry?), of AJ Mackiness of Northampton, more usually associated with the transport of farm produce (and planned to be one of the subjects of a future 'Operators' Scenes Past), is being loaded with gravel by one of those 1950s cable-operated Chaseside loaders, based on a Fordson Major tractor. (CHC abj876)



Seen on a Commercial Motor 'road test' is an AEC 690 'Dumptruk'. The six-wheeler is registered CUS 858B, the 1964 Glasgow mark reflecting that the Scottish Land Development company was appointed distributor of these vehicles when they were introduced that year. The dumpers were built at the Thornycroft factory for a time and the model was later produced under the Scammell, Leyland and Aveling Barford names. (CHC abk068)



Above: Loading with sand under the hopper is Morris WE tipper, KCL 68 (Norwich, 1956), in the yellow livery of the famous Pointer company. (CHC aav577)



Above: 1: The biggest vehicle from AEC was a two-axle dump truck, the HDK4 with an 18 cu yd body, built 1959-65. It had a powerful 340 hp, 18 litre AVT1100 engine. (CHC abk070)
 2: Deep in a quarry, the AEC Dumptruk demonstrator is loaded by an ECC Quarries Ltd 38-RB shovel, while the HDK4 is loaded by a Bray four-wheeled loader – a real 'quarry scene'. (CHC abk054)
 3: At an operator and press demonstration, an earlier Foden FED/6 dumper, fitted with the S18 cab, is seen being put through its paces. (CHC abl273)
 4: A brand new-looking half-cab Foden FED/4 is driven uphill past the spectators. (CHC abl275)



Above: A striking shot of a Euclid R15 dumper, reaching the summit of a steep bank, under the watchful eyes of potential buyers. Euclid products were built in Motherwell, Scotland from 1951 and distributed through Blackwood Hodge, the name carried on this one. It is fitted with a small dozer blade on the front. (CHC abl270)



Above: With its open cab, this Aveling Barford 'SB' looks more like a site dumper. Offering a payload approaching 20 tons, with a 150 bhp diesel engine, four gears in both forward and reverse and two-way steering, it would climb a 1 in 4 gradient and had a top speed of 21 mph. (CHC abl274)

Right: This Ford D2417, Perkins V8-powered six-wheeler, PEV 647K (Essex, 1971), was fitted with a heavy-duty scow-ended tipper body with a substantial cab guard, when it was used as a demonstrator and road-tested. The impressive articulation of the rear bogie helped it to be a good performer off-road. (CHC abk185)



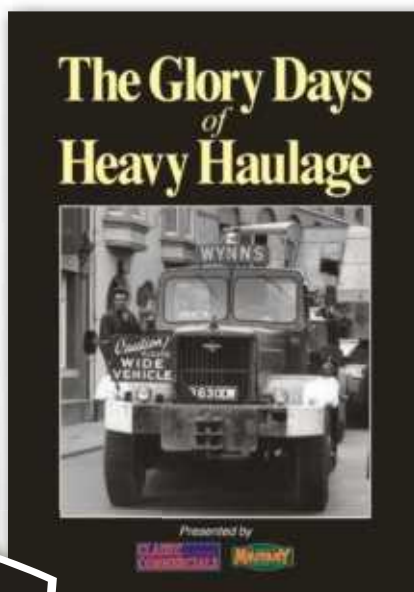
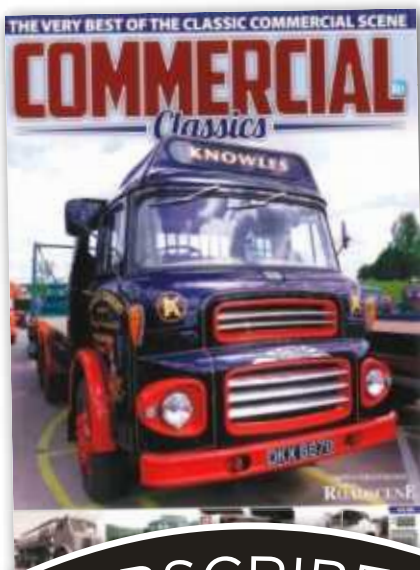
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100 Years of East Kent

Part 2

2016 was the Centenary Year of The East Kent Road Car Co, so **Malcolm Wright** continues his look at the history of this famous bus and coach operator, with 100 nostalgic photographs. Here is the second selection of 25 pictures.

The East Kent Road Car Co was set up on 11th August 1916, by Sydney Garcke, from offices at Station Road West in Canterbury, starting the operation of services on 1st September 1916. The company was an amalgamation of a number of firms, including the London & South Coast Motor Company, the East Kent & Herne Bay Motor Omnibus Co Ltd, both founded in 1905, plus the Herne Bay & Canterbury Motor Services Co, running well into the World War I period.

Sydney Garcke had started services between Deal and Kingsdown, Herne Bay and Canterbury, part of British Electric

Traction from 1910. The businesses of Margate, Canterbury & District Motor Services, Ramsgate Motor Coaches and Folkestone & District Road Car Co were also included, as recorded in the last issue.

These companies had all had vehicles requisitioned in the early part of World War I. The initial East Kent fleet was made up of the former Thomas Tilling 32 seat vehicles from the Folkestone & District Road Car Co, Deal and District Motor Services, Margate, Canterbury & District Motor Services, Wachter

of Herne Bay, Ramsgate Motor Coaches plus, by 1919, two Thornycroft 40 hp from Sayers of Margate.

Several other small operations were taken into the fleet during the 1920s, with acquisitions continuing into the 1930s, including the tramway operations in Dover and Thanet, which were replaced by buses. Operating agreements, regarding the boundaries for operating services were quickly established with the neighbouring BET companies, Maidstone & District to the west and Southdown to the south.

East Kent suffered some damage during World War II, but continued as part of the BET group, until this became part of the National Bus Company at the end of the 1960s, the maroon and cream livery being replaced with NBC 'Poppy Red', then the company was privatised in 1987, becoming part of the Stagecoach Group in 1993.

East Kent has proved popular with enthusiasts, with some of the original company's vehicles surviving in preservation.

Left: This Leyland TD4 had L27/26R bodywork by Park Royal and was part of an order for 50 vehicles completed in 1937. It was re-bodied by ECW in 1948, serving in the fleet until 1961, then sold locally for a brief period of preservation, but was broken up by 1969. Alongside is a City of Oxford Motor Services AEC Regent, while the bus was on loan to COMS in 1940-42.





Left: Here is a Leyland TS7 carrying Duple C33F coachwork, DXV 740, new in 1937 to the MT Company (Motor Coaches) of New Cross, London, which was acquired by East Kent in May 1937. It remained with East Kent until 1954.

Below: A 1937 Dennis Lancet 2 with Park Royal B35R bodywork, seen en route to Kingsnorth, Ashford. This bus was exhibited at the Commercial Motor Show of 1937. By 1956, it had been withdrawn and sold to a showman at Snodland, then used as a mobile shop at Chatham from 1958 to 1960.



Above: Also dating from 1937 was this Leyland TS8 with Park Royal C32R coachwork. It ran for East Kent until 1956, when it was converted into a mobile office and transferred to the service fleet. By 1965, it had been sold to a local wood-working company as a static office.



Above: Originally having Brush L27/26R bodywork, JG 9921 had a Leyland TD5 chassis, which was re-bodied by Park Royal in 1949, as can be seen here. It was scrapped by 1963. Behind is CFN 156 a 1948 Dennis Lancet 3 carrying Park Royal bodywork.

Right: This vehicle was a 1939 Dennis Lancelot 2 with Dennis B35R bodywork. It was one of a batch with bodies with a sunken well in the roof, built specially for the carrying of band instruments, known as 'bandwagons'. It was withdrawn by 1954 and sold to AMCC (dealer) and went to Demby's Reliable Transport Services as seen here.

Below: This Leyland TS8 with Park Royal C32R coachwork was new in 1940. It served until 1957 and eventually became a showman's vehicle, based in Stevenage.



Above: This was a Park Royal Utility-bodied Guy Arab II bus to UH30/26R configuration, new in 1944. It was fitted with a Gardner 5LW engine in 1958 and converted to open top in 1960. It served until 1968, and was scrapped at Wombwell by 1970.

Above: Another Guy Arab Utility, this time BJG 415, dating from 1945, which is seen in the livery of Mulleys of Ixworth, which it carried between 1959 and 1964.



1: Seen in open top guise is BJG 472, another Weymann Utility-bodied bus, converted in 1959. It served like this for a further 10 years, when it travelled north to Wombwell for scrapping by 1970.

2: At the end of World War II, the only choice was a Weymann Utility body on a Guy Arab II chassis, to UL27/28R configuration. This vehicle served until 1956, passing to Mountain Transport of Aldermarston until withdrawing in 1961.

3: There was quite a large batch of these Park Royal bodied Leyland PS1s delivered in 1947. CFN 69 had C32R coachwork and served with East Kent until 1959. It then passed to contractor, Gleeson of North Cheam, in whose livery it is seen here and was finally to scrapped by the mid-1960s.

4: CFN 162 was a 1948 Dennis Lancet 3 with Park Royal B35R bodywork. It worked for Fell Construction Company between 1963 and 1965, when it went to Norths for final disposal.

5: This bus is a 1948 Leyland PD1 with Leyland L27/26R bodywork. It worked in passenger service until 1966 when it went to those Barnsley scrap dealers.

6: This 1950 Bedford OB with Duple Vista C29F bodywork was initially new to Fieldsend of Salford, passing to Sarjeant Brothers of Cheriton in August 1951. This company was taken over by East Kent in May 1953 and this vehicle served for another four years, when it passed to an Ealing dealer by 1958. (M&D and East Kent Bus Club).



1: This view shows the rear aspect of this 1950 Dennis Falcon with Dennis B20F bodywork. It was converted to B29F in 1956 and had an air-operated entrance door. It was withdrawn in 1967 and sold to Autoyachts, which re-sold it to a local farmer, Milsted of Watlington, by 1968.

2: This Dennis Falcon arrived in the East Kent fleet in 1950. Seating was increased to B25F (omo) in 1956 and again to B29F by 1957. By 1967, the bus had been withdrawn, passing to P & D Goddard of Ightham and then on to Furse and Pyman for preservation by 1970. Since 1975, it has been in the hands of Norman Hamshere and P Burton for continued preservation. (N Hamshere).

3: A fascinating line up of three Dennis Lancet 3s carrying Park Royal C32F coachwork, which were new in 1950. EFN 593 was fitted with a roof boat rack in 1963 for use at Folkestone until its withdrawal in 1964. All of this batch of Lancets were withdrawn at this time, save for two which

were used as snow ploughs until 1969. EFN 592 was withdrawn locally, sold to Autoyachts of Gillingham and then went to Thomsett of Deal, while EFN 593/4 were purchased by Colbro (dealer) of Rothwell, with 593 passing to a local contractor and 594 being scrapped.

4: This Bedford SB had Plaxton Venturer C33F bodywork and was new in 1951 to A Saxby & Son, trading as 'Enterprise' in Margate. This concern was taken over by East Kent in February 1953. It served the company for a further 10 years and had many disposal owners in the Ramsgate area following withdrawal.

5: Also new in 1951 were three Beadle-Leyland re-constructions with B35F bodies. FFN 446 was one which has been preserved and rallied over the years following withdrawal in 1964, when it passed to Perivale Mission Church and on to Perry of Southampton for continued preservation.



Above: This pair of Park Royal bodied Leyland PSU1/15s were new in 1951. They had C37C on arrival, which was upgraded to C32C in 1952, for touring work and back to C37C in 1953. They were withdrawn in 1967, sold to Autoyachts. 451 was then sold to DEC Engineering, then P&D Goddard of Ightham and it is now in the Ensign historic fleet, while 453 went to Faversham Rotary Club and I narrowly missed purchasing it from a garden in Sittingbourne in the early 1980s, where it is seen in the next photograph!



Above: Several of the large batch of Guy Arabs became driver trainers in their latter years and FFM 377 was such an example. It had been made into an open-top vehicle in 1969, but was withdrawn from passenger duties in 1974, transferring to the service fleet, eventually passing to Ensign (dealer) by 1976.

Above: One of the batch that I didn't get was FFM 383, which shows the difference in radiator cover styling between 1951 and 1953 and the GFN series. The 1951 model served until 1969, before being scrapped a year later at Wombwell Diesel Company.



Above: One that I did capture was FFM 382, seen in the service vehicle livery in which I collected it from Westwood Garage in the early 1980s. It was used as a tree-lopper and lettered for M&D, although it was an East Kent, vehicle, sold on an East Kent invoice to me! It is seen here on the Esplanade at Rochester, prior to re-painting into open top cream and red livery. I eventually sold it to Colin Durham, as I bought sister bus FFM 384. It is still currently preserved.

What's New

As usual, it's Oxford Diecast which is coming up with most new models of interest to Roadscene readers in the coming months.



The latest Oxford releases in 1/76 scale include the great-looking Bristol/ECW MW6G coach in Royal Blue livery, which we showed in the January issue, to be followed by the Hants & Dorset version, plus the six-wheeled Range Rover fire engine, now in RAF 'Pink Panther' livery, the Thompson three-wheeled refueller in yellow 'Shell' livery, the Rover P4 in Cornwall Constabulary guise, the Transit Mk 3 van in Stobart colours, Ford Galaxy in London Ambulance livery, an Aston Martin DB2 drophead, Austin 7, BMW 2002 and Vauxhall Cavalier, plus the D Mascio's Morris J ice cream van, Cardiff AEC Regent fire engine, Forward Control Land Rover and Bedford QL with office body seen here.

New 1/76 scale models announced for the coming months include a British Rail Land Rover Defender 'road-railer' in the 'Oxford Rail' range. New lorries to come are the Albion box van in Coca Cola livery and an

Atkinson eight-wheeler in Tennants Transport colours, while all-new vans will be the Commer Walk-Thru in BR green, the Sherpa in late Pickfords and police colours, plus the BEA Bedford CA seen here, a Transit Mk 1 in Marley livery and new colours on the Transit Mk 3 and 5 and a Coca Cola 'Bay-window' VW.

The next all-new PSV model is to be a Leyland Tiger 'Saro' (Saunders-Roe) single deck bus, appearing first in Ribblesdale livery, as seen here, which follows the Beadle Integral single-decker in East Kent, then Maidstone & District colours, plus the Leyland/Duple Roadmaster in Bamber Bridge Motor Services livery and a Routemaster in Bow Centenary colours. The Austin Cambridge Farina will appear in Hertfordshire Police black and Austin 1300 as a Met Panda Car, as well as several other car models, including a new

Rolls-Royce Corniche convertible.

The Fordson Heavy Pump in LMS livery will be new in the fire series. The Churchill Tank – featured on the cover of the February-May 2017 catalogue – Diamond T and Bedford QLT will come with new military markings, the Forward Control Land Rover in military ambulance and GS versions and Royal Navy Willys Jeep, plus the recently introduced Land Rover Lightweight in 'Military Police', along with Series 2 hardtops in new Post Office and Telephones versions.

The Burrell Scenic showmans locomotive will come as 'Dolphin' and the Fowler BB1



ploughing engine will come complete with plough and a living van. Modern JCB models will be a JS200 tracked excavator and 531 70 Loadall. Modern artics, including the Mercedes Actros in McGawn and JCB liveries, Stobart Scania car transporter and Volvo FH4 in McKerrow and Ian Craig colours, with platform trailers, complete the list of forthcoming models in 1/76 scale.

In the smaller 1/148 scale, recent new models include the Morris Minor van in British Rail yellow, the New Routemaster bus and a Stobart Rail Scania and low-loader. More new models to come this year include a military Bedford J1 ambulance, several Foden FG eight-wheelers, a Blue Circle flat, H E Payne dropside, Hoveringham tipper, Fremfils dray and tankers in John Houston and Isherwoods colours, plus the modern John Mitchell Mercedes Actros and Stobart 'Biomass' Scania artics.

There are several new 1/87 scale American car models on the way, plus a Chevrolet step-side pick-up. In the larger 1/43 scale, the Rolls-Royce Corniche convertible has appeared in dark blue and is coming in a cream colour later in the year. Also on the way in 2017 are the Jaguar Mk V drophead, Rolls-Royce Thrupp & Maberley saloon, Austin Ruby saloon (didn't Corgi say pre-war car models wouldn't sell?) and an Aston Martin DB4GT Zagato. As well as a new Post Office livery on the Land Rover Series 2, there is also a Series 3 station wagon model on the way.

Oxford Diecast has also recently released several Cararama 1/43 car models, the Ford Anglia, Capri and Escort, Austin



Cambridge A60 and Morgan Plus 8 in new colours, plus a Scania T Series artic in Coca Cola colours.

Corgi seems to be concentrating on new versions of its aircraft models this year, with just a couple of modern buses and several cars in the Vanguards series in new colours, and not even any new versions of its modern truck models – very disappointing for many collectors.

Newly-released in the B-T Models series of 1/76 scale commercial vehicles are

two versions of the Bristol/ECW Lodekka double-deck bus in Southern Vectis livery, which now come in a plastic display case, Pickfords Commer QX and Wynns Guy Warrior low-loaders, a Karrier Bantam dropside in Sand & Gravel Supplies livery, a Leyland FG van in Roadline livery and a British Railways Karrier Bantam artic with an A Type 'half-container'.

Bachmann, better known for model railways, has acquired the Exclusive First Editions range, after Gilbow Holdings sadly went into administration. The new owner of EFE has said that eight previously announced new models will be released over the next few months. Depending on which report you read, the Greater Manchester AEC Renown and City of Oxford flat-screen Bristol VRT have already appeared, while those to come include a Barton RTL, East Kent Leyland PD1, Maidstone & District Harrington Grenadier, London Transport Routemaster on route 177, plus a British Railways Bedford TK platform lorry.

There will be no more re-finished 'deluxe' versions of existing models, while Bachmann is planning to commission new tooling for different models, including the possibility of garage and bus station models. The first to appear is an open-top DMS Fleetline as a BR Network South East engineering vehicle. One significant change is that supplies will now be restricted to model dealers with shops.





A FORD RESTORED

The completed restoration. The Dinky Ford Escort with its new (plastic) owners! It now looks more like a model of the real car with doors and bonnet that actually fit!

Graham Dungworth tells about a 'classic car rescue' in miniature – a 'how to' article with a difference...

I wonder if you have ever paused to think what lies behind our fascination with old vehicles. Nostalgia? Almost certainly. A sense of history? Quite possibly. A memory of times when life seemed to flow at a slower pace and Brexit could have been a breakfast cereal? Probably. In addition to full size examples my own fascination lies in old Dinky and Corgi Toys.

As with any antique, I often wonder where these little vehicles made in the 1950s and '60s have been for the last half century, before they came into my possession, and what stories they could tell. I am the first to admit that I am not a collector in the true sense of the word. I don't seek out mint condition examples to be either displayed in a glass cabinet together with the all-important box, or stored away against the day when they can be sold at a profit.

On the contrary, my models are usually found on flea markets, in what is described as 'play worn' condition, normally costing a couple of quid. Boxes? You must be joking, I consider myself lucky if they still have all four wheels!

I recently came across a Dinky No168 Ford Escort Mark 1, dating from 1968, complete with what used to be called 'operating features', in this case opening doors, bonnet and boot plus tipping seats. I am frequently asked how I go about restoring old toys and why I don't restore them to the manufacturer's specification. To answer the second question first, these old toys



The Escort arrives at GJD Classic Restorations. Note the ill-fitting panels, the mould lines on the front and rear wings and the massive gaps between the wheel arch flares and the body shell.

are more often than not reasonably accurate models of the vehicles they represent (the Escort isn't, but more of that later) and usually just need the detail bringing out by careful painting to make them more realistic. As to how I go about restoring them, well, read on...

'My' Escort had obviously had a hard life as witnessed by the ill-fitting bonnet and doors and lack of steering wheel. Originally metallic maroon, it had been badly brush painted in pale blue, as can be seen in the photograph of it on arrival at GJD Classic Restorations. GJD Classic Restorations? Yes they are my initials. Some 'how it's done' features can tend to be just a bit boring, so I decided to do something a bit different.

I'm sure that most readers will be familiar with TV programmes like 'Classic Car Rescue' and 'Car SOS'. The formula is nearly always the same, a team of car enthusiasts turn a virtual wreck into a vehicle that's probably better than new, overcoming insurmountable problems along

the way! Drawing my inspiration from these programmes, I built a model of a workshop, against which I could photograph the Escort in its various stages of restoration. Yes, I know it's silly but it's a darn sight more interesting than a plain white background!

I always use the same restoration methods, the first step being to strip the model down into its component parts. In the case of the Escort, the body shell, doors, bonnet and boot were then stripped back to bare metal. I always use Nitromors paint remover, taking care not to breathe in the fumes.

Every project comes with its own individual problems and the Escort was no exception. For some reason the Dinky designers decided to model the wheel arch flares as part of the chassis rather than the car body, which resulted in unsightly gaps above each wheel arch. I filed back the flares on the chassis and fitted new flares to the body using thin plastic card, similar

to a credit card, which I blended in to the body with filler.

I also filed smooth the ugly raised moulding lines on the front and rear wings and removed the 'flash', which was preventing the opening doors, bonnet and boot from fitting properly. Flash is the term used for sharp edges left by the casting process, which is normally removed by 'fettling', a process involving tumbling the castings in a drum with abrasive material.

I then sprayed the body shell and panels with a good quality primer and left them to dry overnight.

Even though it rarely shows on photographs of my completed models, I always detail the interiors. The Escort interior was moulded in off-white plastic, so I painted the carpets and the boot interior matt dark grey, made a detailed dashboard from the aforementioned plastic card and replaced the missing steering wheel with one from an old Austin-Healey.

When the primer on the body parts was dry and hard I sprayed on two coats of Tamiya mid-blue paint. I always use Tamiya paints, they give a superb finish and dry quickly (and no, I have no connection with Tamiya, other than that of a satisfied customer!)

Now for the part I really enjoy, applying the fine detail. I'd decided to model an Escort 1300XL, mainly because the Dinky toy had rectangular headlamps. I found reference photographs of



The model has been stripped to bare metal, new wheel arch flares fitted, the sharp edges filed off and the bodywork sanded smooth. The Ford Zephyr Mk 2 in the background is a Corgi Classics model, which has been fine-detailed.

the real car on the internet, so that I could get things like the matt black radiator grille and rear panel right. Small details like windscreen wipers, number plates, interior door handles and '1300XL' badges on the front wings all helped to make the model look more realistic. The plastic windows were polished to remove the dirt and scratches, which had accumulated over the last 50 years and the model was ready for re-assembly.

Was it worth it? I'll leave that to the

knowledgeable readers of this magazine to decide from the accompanying photographs, but I think so. One thing is certain, I've saved a small part of our motoring heritage from the scrapyard – or in this case the dustbin!

I hope that this article may have been of help to any reader who has an old, battered toy that is in need of restoration, it's not that hard to do and it gives a tremendous sense of satisfaction. Go on, give it a try!



1: The Escort body in grey primer ready for its final two coats of colour. It is joined by another completed restoration, an original Corgi Hillman Imp from the 1960s. **2:** Bodywork sprayed and some detail already added, the little Ford is looking quite smart already. The carpets and boot interior of the plastic seating unit alongside have been painted dark grey and a gear lever, dashboard and leather-rimmed steering wheel fitted. **3:** Ready for a Crypton tune, the completed model showing a bit of engine detail, although the Escort 1300XL engine bay wasn't the most colourful of places. The 1972 MGB roadster belongs to the founder of GJD Classic Restorations... me! **4:** Another view of the completed model, showing the 'operating features', in this case, the opening doors and boot together with the tipping seats.



The first of my efforts to produce a range of model recovery vehicles was based on the reliable Airfix AEC Matador gun tractor. As can be observed, new wheels have been added, plus a scratch-built body to house the Langley Harvey Frost 8 ton crane. The picture was taken on my good friend John Taylor's layout.

MODELLING RECOVERY VEHICLES

Les Freathy tells us how he has made models of breakdown lorries and shows us some examples

I suppose I am best known for the many military models I produce, the majority in 1/76 and 1/72 scales, with occasional forays into 1/48 and 1/35 scales.

The military vehicle side of modelling has taken up most of my time of 40 years in the hobby but, around 15 years ago, a friend asked me to build him some fairground and circus models. This began rather slowly but, once onto the circus models, blossomed very quickly, with many models completed over the following few years.

By now I had caught the bug for civilian modelling alongside the military subjects, and decided to combine the two and build a series of ex-military vehicle models. The choice of types was enormous, as you can imagine, but for many years one of my favourite subjects has been recovery trucks, a good number of which I had already built within the military collection, a few of which are included in this article.

Where to start! Well there was plenty of choice for donor vehicles in 4mm, or 1/76

scale, with the Airfix recovery, refuelling, emergency, Matador and Scammell kits, plus added to this the latest Bedford QL and RAF support kits. Then we have the BW Models white metal range, most which is being re-released by Matador Models; MMS is another white metal producer; Langley Models, again white metal; Milicast with trucks cast in resin; while Road Transport Images is a good source of truck components, wheels and decals.

The first civilian recovery model I



Above and right: This AEC Militant was the second model produced, as I had to hand a set of photos of a original vehicle to gain details from. The cab/chassis and wheels are from the BW Models artillery tractor, onto this I made and mounted a body as per the original, then installed a twin boom recovery unit, which at the time was also available from BW. The livery is the same as the vehicle in the photos.



completed was a AEC Matador, the main reason being I had just built and had cast in metal a new set of wheels to replace the rather out of profile wheels supplied with the kit. The kit was built as a cab/chassis with the new wheels and fitted with a scratch-built body on similar lines to those used by bus companies and then fitted with the excellent 8 ton Harvey Frost crane from the Langley range.

From the Matador, it was a short step to the next model the larger six-wheeled AEC Militant short wheelbase. The base for this truck came from the BW Models range, as a cab/chassis from the artillery tractor. Using original photos as a reference, I built a body but left enough room to install a BW Models Dial-Holmes twin recovery boom crane and, yes, I have noticed the front prop-shaft has gone walkabout, so a replacement job is in hand.

Another good source for ex-military recovery models is the old Matchbox Diamond T tank transporter tractor kit. Now being produced by Revell and released from



While in the AEC Militant mode, I then produced another, using the same cab/chassis and wheels, but this time I scratch-built a large chariot-style body to mount the 8 ton Harvey Frost crane.

time to time, hundreds of these tractors were purchased from government auctions and, as this is my number one vehicle, some had to be included. The example shown here once again features the Langley Harvey

Frost 8 ton crane, with a simple scratch-built body, utilising the kit's body base. I still have to find more suitable decals to complete the model.

As the collection of recovery vehicles



1: Here I decided that not all recovery vehicles were of the heavy type and built this simple ex-army Humber 1 ton type, as converted by hundreds of garages across the UK. The basic truck is another from BW Models and the cab on this is superb and a credit to the master-builder, the late Mick Bell. A simple crane was constructed using photos as a reference and a towing board and lights were added to the cab. **2:** This is the first of the Diamond T models I built around the Matchbox kit, with the body built as many operators would have done in the past. To this I added once again the Langley 8 to Harvey Frost crane. The colours and markings are fictional and have still to be completed. **3:** Two more variations, the 1 ton Austin K9 and the Bedford short wheelbase TK. The Austin is again a BW kit in metal, but a Resin model is also now available from Road Transport Images. Starting with the Austin K9, I used the cab/chassis and wheels, then built a typical recovery body of the time, before adding the RTI crane jib. The Bedford cab, body and crane came from RTI, mounted on a cut down BT models chassis. Both are marked up as County Motors, using decals from the RTI list. **4:** This is one of my favourite military recovery models, a lovely resin kit of a Mack LMSW, a type supplied to the British under the wartime lend lease scheme. Many were shipped to the Middle-east, where this model is depicted rescuing a dead Sherman tank.

increased, I found more interest in the civilian vehicle adaptations. Here I found the large range available from RTI very useful, especially the cabs, of which there so many, plus this company also produces a chariot-style body and simple crane suitable for vehicles in the 1 to 6 ton range. With the aid of photos, I obtained a Bedford TK cab and a recovery body, to produce a short wheel base unit and alongside a Austin K9 with cab/chassis from BW and a scratch-built body. I used the County Motors decals available from RTI.

I think it safe to say that, these days, those who model in the smaller scales have never had it so good, with so much to choose from with regard to kits, accessories, decals and so on. Added to this, there are many clubs nationwide and organisations



Above: A straightforward white metal kit from the Langley range of a Foden S20 recovery with a Harvey Frost 8 ton crane.



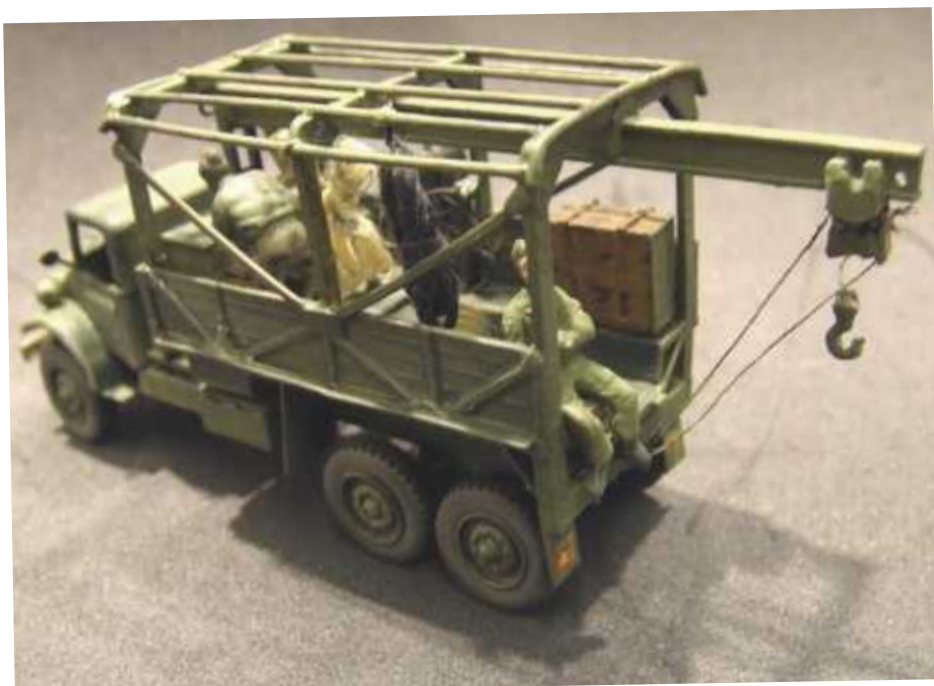
- 1:** This is another basic kit from Langley, once again a six-wheeled Foden, this time an S21, with a much later design Dial-Holmes twin Boom recovery unit. Both of these model kits are a delight to construct and should not prove difficult for the average and above modeller.
- 2:** This little diorama is simplicity in itself, with a diecast 1950s Chevrolet pick-up, with a scratch-built crane and extras in the rear body, giving a Morris van a suspended tow, all mounted on an un-cluttered base.
- 3:** This six-wheeled recovery is indeed pure indulgence and has gained the name the Bitzer, which is obvious. The model consists of a ROCO chassis, fitted with Langley wheels, a ROCO recovery crane and body, suitably modified, along with a Road Transport Image Seddon cab, which altogether makes a rather pleasing if fictitious model.
- 4:** This image takes us back to the reliable Airfix artillery tractor as a starting point, and again my ideas were gleaned from photographs. I often get asked what scale plans I use. Well, simply, most times I don't, as none of a particular subject are available, but I always make sure I have enough photographic detail to work from and work out the dimensions from this source. This gantry recovery truck has the Airfix cab/chassis and new wheels with a girder frame gantry built onto a scratch-built timber body.



5 and 6: The idea of this model of a Ford E4 – with the Commer cab – came from some photos I obtained for my collection of recovery vehicles. The equipment on the original lorry was obviously a home-built affair and I built the body and crane along the same lines, mounting all on a BW Models cab/chassis and wheels.

7: I have built several Austin K6 gantry trucks over the years, scratch-building the bodies and matching them to either the Airfix kit or some of the more recent resin offerings. For this model, I decided to try the then new white metal release from BW Models and paint it in British Road Services livery, for which I had a few photos for reference. The kit is quite straightforward and I added a lot more detail and have depicted it on a diorama recovering a visiting Sentinel dropside truck in trouble. For the Sentinel, I used the white metal kit from Langley Models.

8: I am not averse to making good use of the many 4mm scale diecast models now available and here is an illustration of how it can be done. The base model is the Oxford Diecast CMP LAA tractor. I removed the rear body and built a typical military-style replacement, leaving enough room at the front end to install a set of booms and frame, as would have been supplied by Garwood. The frame came from a BW kit and I scratch-built the booms and fittings, before adding the orange paintwork.



such as the National Association of Road Transport Modellers (NARTM) on the civilian side and the Miniature Armoured Fighting Association (MAFVA) on the military side, both of which offer masses of useful information, as well as the chance to exchange ideas and knowledge. Rather than include the details of each model here, I felt it better to say more in the picture captions.

Left: Finally, another of my military recovery models. This a gantry recovery, mounted on the Airfix K6 Austin chassis suitably modified, with a new set of wheels fitted. The body was scratch-built and filled with accessories, while the No 12 CMP cab was my own resin casting, from a master built by Richard Allibone.

Somerset, New Year's Day 2017

Allan Bedford reports on this event held near Bridgwater on January 1st.

This annual event originated in Taunton, but moved to the large Sedgemoor Auction Centre, adjacent to Junction 24 of the M5 motorway some years ago. A very eclectic mix of vehicles attend, including groups of Vespa scooters, classic cars, customised cars, a nice selection of pre-war cars, lots of tractors and a good selection of vans and lorries.

A local man, with a unique collection of early American automobiles, used in conjunction with his hire business, arrived this year in his enormous 1917 Hudson seven seat tourer, having attended last year in his 1924 Cadillac and in 2015 in a 1934 Pierce Arrow.

The large parking area seems deserted on arrival at 9 am, but by 11 am, few spaces are available. The weather remained dry, until departure time, when the heavens opened.



Above: This Atkinson eight-wheeler, LUV 954D (London, 1966), is in the livery of Gillard's of Burrowbridge, Somerset, a local transport company.



- 1:** Dave Allen's Ford Transcontinental tractor unit, JCL 451V (Norwich, 1979), is in colours reminiscent of similar vehicles run by Express Trailers of Malta.
- 2:** Another locally-based heavy is this Foden S24 tractor unit, HHR 149E (Wiltshire, 1967), in the livery of I & J Grant of Wrantage.
- 3:** This Seddon Atkinson 400, DGS 361T (Luton, 1978), carrying a livestock body, has attended in previous years and is a nice clean example.
- 4:** Len Newall's registration history book lists 510 ELM as a 1962 'Government Issue', so where did this four wheel drive Commer spend its career, prior to preservation?



Tractors are not really my scene, but this wonderful 1926 Austin Iron Duke, originally based in Cornwall proved the exception. What a wonderful time-warrior, complete with a 1937 road tax disc.



5: This BMC-badged J4 builder's truck, XRX 149M (Reading, 1973), with a dropside body, is a rare survivor, and appears to be in excellent condition. 6: This very nicely-restored Thornycroft 'Big Ben' recovery vehicle has an East Lothian registration, HSS 713, which is probably a previously unissued number. 7: Although carrying an authentic-looking age-related London plate, FLC 147J, this small Bedford TK spent all its working life in Malta, with a van body, serving the airport. The newly-built bodywork also looks Maltese-style. 8: ERFs were out in force, including this pair of EC tractor units, R666 ERF and W307 SPW. 9: Austin A60 pick-ups are popular in preservation, but this one, 385 SYB (Somerset, 1962), looks particularly nice, with its matching canvas tilt, complementing one of the original factory colours. 10: Just as the rain came down, it was time for the magnificent AEC Mammoth Major, JNY 484 (Glamorgan, 1949), in the livery of Rosser of Pontlliw, to leave for the road run.

Classic Commercials at Malvern

Barry Fenn reports back on what there was to see.

On the road again, with a visit on Sunday, 26th February to The Spring Tractor World show at Three Counties Showground, Malvern, which this year was extended to include classic commercial vehicles. Here are some pictures of vehicles which took my eye.



Above: At the other end of the scale is this lovely restoration of a little Morris Z Royal Mail van.



Above: In its Allan of Mintlaw livery, H50 569N (Aberdeen, 1975), this long-wheelbase Cummins-powered ERF eight-wheeler is an impressive-looking lorry.



1: Mark Taylor, the owner of this International 1750 platform-bodied rigid, registered S76 MUY, is hoping somebody can fill in any of the history of the vehicle. **2:** An example of the ever-popular Bedford J Type, with a beaver-tail body, EMR 647D (Wiltshire, 1966), sits among some more modern vehicles. **3:** A Leyland FG with beaver-tail body, UGJ 808M (London, 1973), a classic transporter to bring a tractor to the rally. **4:** This Bedford KM tipper, LPM 672P (Guildford, 1976), is a recent addition to the ranks of restored lorries.

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

As usual, events have carried on over the winter months, with enthusiasts braving the cold to bring out their vehicles, but the season really gets going around Easter, so here is the first of our 2017 Rally Diaries, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

MARCH

18th March – Wessex Grand Vintage Sale, East Somerset Steam Railway, Cranmore Station, near Shepton Mallet BA4 4QP, 01225 754374
e-mail: petergear@hotmail.co.uk
www.wessexsec.org

19th March – Spring Autojumble, The Grange Centre, Midhurst, West Sussex GU29 9HD, 01243 574032
e-mail: chairman@doublellclub.com www.doublellclub.com

19th March – Ripon 4x4 Spares Day & Land Rover Autojumble, Racecourse, Boroughbridge Road, Ripon, North Yorkshire HG4 1UG, 01697 451882 e-mail: info@markwoodwardclassicevents.com www.markwoodwardclassicevents.com

19th March – Garstang Autojumble, Hamilton House Farm, A586, off A6, Garstang, Preston, Lancashire PR3 0TB, 07836 331324 e-mail: info@garstangautojumbles.co.uk www.garstangautojumbles.co.uk

25th March – Lincoln Autojumble, Hangar 1, Hemswell, Lincolnshire DN21 5TJ, 07816291544
e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.com

25th March – Open Day and Twilight Vintage Bus Rides, Oxford Bus Museum & Morris Motors Museum, Old Station Yard, Main Road, Long Hanborough, Woodstock OX29 8LA, 01993 883617
e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

25-26th March – Spring Transport Festival, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 205 2122
e-mail: email@gmts.co.uk
www.gmts.co.uk

26th March – Open Day, Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW, 0208 367 1898
e-mail: whitewebbsmuseum@aol.com
www.whitewebbsmuseum.co.uk

26th March – Mothers' Day Free Vintage Bus Rides, Oxford Bus Museum & Morris Motors Museum, Old Station Yard, Main Road, Long Hanborough, Woodstock OX29 8LA, 01993 883617
e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

26th March – Newbury 4x4 & Vintage Spares Day, Newbury Showground, Chieveley, Berkshire RG18 9QZ, 01697 451882
e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

29th March-2nd April – Old King Coal, Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG, 0191 370 4000
e-mail: museum@beamish.org.uk
www.beamish.org.uk

31st March-2nd April – Leyland Beer Festival, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011
e-mail: enquiries@britishcommercialvehiclemuseum.com
www.britishcommercialvehiclemuseum.com

31st March-2nd April – Restoration & Classic Car Show, NEC, Birmingham B40 1NT, 01697 451882

e-mail: kate@dandkbowyer.co.uk
www.necrestorationshow.com

1st April – Heritage Transport Show and South-east Bus Festival, Kent Showground, Detling, Maidstone ME14 3JF, 01622 630975
e-mail: info@kentshowground.co.uk
www.kentshowground.co.uk

APRIL

1st-2nd April – Kent Big Weekend, Dover Transport Museum, Willingdon Road, Whitfield, Dover CT16 2HQ, 01304 822409
e-mail: info@dovertransportmuseum.org.uk
www.dovertransportmuseum.org.uk

2nd April – Spring Road Run, starts Central Car Park, Warminster, Wiltshire BA12 9AD, 01747 823365
e-mail: m.bailey1950@btinternet.com
www.thectp.org.uk

2nd April – Classic Motor Show, Old Warden Aerodrome, near Biggleswade, Bedfordshire SG18 9EP, 01527 831726
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk

2nd April – Normous Newark Autojumble, Newark Showground, Winthorpe, Newark NG24 2NY, 01636 705796
e-mail: info@newarkshowground.com
www.newarkshowground.com

2nd April – Sedgemoor Vintage Sort-out, The ROF 37 Club, Woolavington Road, Puriton, Bridgwater TA7 8AD, 07785 765826
e-mail: info@sedgemoorvintageclub.co.uk
www.sedgemoorvintageclub.co.uk

2nd April – Vintage Car Show, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370
e-mail: office@amberleymuseum.co.uk
www.amberleymuseum.co.uk

6th-9th April – Great North Steam Fair (8-9th Model Tramway Exhibition), Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG, 0191 370 4000
e-mail: museum@beamish.org.uk
www.beamish.org.uk

8th April – Bring & Buy Sale, Oakley Airfield, Worminghall, near Wheatley, Oxfordshire HP18 9JX, 01367 810415
www.cotswoldoilengine.co.uk

9th April – Spring Gathering, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0SL, 01932 837994
e-mail: londonbusmuseum@btinternet.com
www.londonbusmuseum.com

9th April – Spring Vintage Tractor Road Run, starts Rural Life Centre, Tilford, Farnham, Surrey GU10 2DL, 01252 659280
e-mail: csvac@hotmail.co.uk
www.csvac.co.uk

9th April – Garstang Autojumble, Hamilton House Farm, A586, off A6, Garstang, Preston, Lancashire PR3 0TB, 07836 331324
e-mail: info@garstangautojumbles.co.uk
www.garstangautojumbles.co.uk

10th-13th and 18th-21st April – Family Fun Activities, National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

15th April – South Midlands Atojumble, Ross-on-Wye Livestock Centre, Ross-on-Wye, Herefordshire HR9 7QQ, 01989 750731
e-mail: johnharding197@live.co.uk

15th-16th April – 19th Classic Commercial Vehicle Rally, Kirkby Stephen and Brough, Cumbria CA17 4QN, 01536 23254
e-mail: enquires@cumbriaclassiccoaches.co.uk
www.facebook.com/edenclassicvehiclegroup

15th-17th April – Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391
e-mail: trolleybusmuseum@sandtoft.org
www.snadtoft.org

16th April – Transport Festival and Open Day, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT, 01522 500566
e-mail: info@lvvs.org.uk
www.lvvs.org.uk

16th April – National Vintage Tractor Road Run, Seighford Airfield, Clanford Road, Seighford, Stafford ST18 9QL, 07975 935212
e-mail: info@staffordshirenational2017.com
www.staffordshirenational2017.com

16th April – Grand Opening on Easter Sunday, Charles Burrell Museum, Minstergate, Thetford, Norfolk IP24 1BN, 01842 751166
e-mail: thecharlesburrellmuseum@gmail.com
www.thecharlesburrellmuseum.com

16th April – Transport Fest, Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA, 01621 843183
e-mail: enquiries@museumofpower.org.uk
www.museumofpower.org.uk

16th-17th April – World War II-Home Front, National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

16th-17th April – Festival of Steam & Transport, Sail & Colour Loft, The Historic Dockyard, Chatham, Kent ME4 4TE, 01634 823800
e-mail: info@chdt.org.uk
www.thedockyard.co.uk

16th-17th April – Free Vintage Bus Rides, Oxford Bus Museum & Morris Motors Museum, Old Station Yard, Main Road, Long Hanborough, Woodstock OX29 8LA, 01993 883617
e-mail: info@oxfordbusmuseum.org.uk
www.oxfordbusmuseum.org.uk

16th-17th April – Motorfest, Weston Park, Weston under Lizard, near Shifnal, Shropshire TF11 8PX, 01527 831726
e-mail: info@geminievents.co.uk
www.classicmotorshows.co.uk
16th-17th April – Easter Running Days, The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471
e-mail: enquiries@wythall.org.uk
www.wythall.org.uk

Events Guide

2017

33rd
1000 ENGINE RALLY
Organised by Five Counties
Vintage Machinery Organisation
17th & 18th June 2017
At Astle Park, Chelford, Macclesfield SK11 9AD
Email: info@1000engines.co.uk

The AEC Society
34th Annual Rally
Saturday - Sunday 27th and 28th May 2017
Newark Showground, Nottinghamshire, NG24 2NY
For classic passenger and heavy commercial vehicles of all ages.
Vehicle entries free including one passenger
Pedestrian entries 1 Day £10 including programme
2 Day £15 including programme. AEC members and under 16s FREE
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The Thornycroft Society
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FESTIVAL OF
TRANSPORT

SUNDAY 14th MAY 2017
at War Memorial Park, Basingstoke
Contact John Bond 01962 883246

We look forward to seeing you at our rally
16th & 17th September 2017

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www.henhamsteamrally.com

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& VINTAGE RALLY

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kelsallsteamrally@hotmail.co.uk

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Commercial Show
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auction sale on the Saturday.
25th & 26th February 2017
Three Counties Showground,
Malvern, Worcestershire,
WR13 6NW
Tel 016974 51882.
www.tractorworldshows.co.uk

2017 Autumn Tractor World
Show Plus Sunday Classic
Commercial Show
Including the large HJ Pugh
auction sale on the Saturday.
7th & 8th October 2017
Newbury Showground,
Priors Court, Hermitage,
Thatcham, RG18 9NU
Tel 016974 51882.
www.tractorworldshows.co.uk

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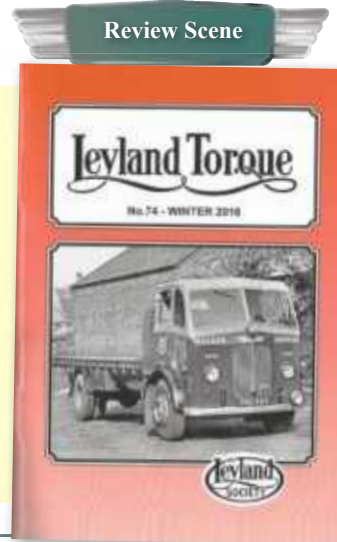
LEYLAND TORQUE NO 74, WINTER 2016

PUBLISHED BY THE LEYLAND SOCIETY LTD,
C/O VALLEY FORGE, 213 CASTLE HILL ROAD,
TOTTERNHOE, DUNSTABLE, BEDFORDSHIRE LU6 2DA

Available free to Leyland Society members - £27 per annum, application forms from the Membership Secretary, 37 Balcombe Gardens, Horley, Surrey, RH6 9BY or via the website www.leylandsociety.co.uk

Leyland Torque is The Leyland Society's quarterly magazine. This issue has appeared a little late, because of the larger 64 page Leyland Journal

reviewed a couple of months ago. As well as the regular news about the society, including the AGM and news of the Leyland Gathering at Old Warden on 9th July 2017, there is 'What Leyland's Doing' now at the factory, the pictorial 'Leyland Lorries for Loads – more famous brand names – 'Food for Thought', 'Odd Bodies', members' letters, plus in this issue memories of the Stokes Hall training facility, early Leylands in Russia and New Zealand and more. With lots of interesting pictures and information about these vehicles, any Leyland enthusiast really needs to join the Society and read Leyland Torque, plus the annual Leyland Journal.



THE ALBION MAGAZINE – APRIL 2016

PUBLISHED QUARTERLY BY THE ALBION CLUB, 7
JOHN STREET, BIGGAR ML12 6AE, SCOTLAND, PART
OF THE BIGGAR ALBION FOUNDATION.

The latest issue of this club's newsletter includes the 50 year story of the preservation of Albion Valiant coach, FVA 854, well-known in its 'Western' livery, The 'Down-Under Report' on a Cameronian rescued and a CX4 auctioned, Albion as a pioneer exporter before World War I, training, a mishap and an obituary for a well-known preservationist, plus the usual club news, vehicles for sale of interest to Albion owners and enthusiasts, what's appeared in other magazines about Albions and so on. Anyone interested in Albions can join the club, whether a vehicle owner or not.



NARTM GAZETTE - SPRING 2016 – NATIONAL ASSOCIATION OF ROAD TRANSPORT MODELLERS

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(EUROPE), £24 (ROW).



Reader Graham Elsworth of Barnsley has asked us to print his reviews of a couple of dvds from Old Pond Publishing (0114 240 9930) which he has enjoyed.

The first is 'Great Lakes Specials', order code 248D, on offer at £10.00, which features 11-axle combinations, six-axle rigids plus five-axle trailers, or three axle tractors with eight-axle semi-trailers. There are fantastic Freeway shots of 11-axle rigs moving at speed, while the film opens with a draw-bar log-carrier being bogged down on a forest road and hauled out by a wheeled loader, with impressive ruts being made.

The other is Great British Commercial Vehicles, order code 349D, offer price £9.00, which shows more than three hours of preserved vehicles at rallies. Dennis fire engines and many types of buses and lorries, at the Dennis 100 Years of Production Rally at Guildford in 1995; A Scammell Commander 6x6 at Bovington Camp tank proving ground, bogged down in three feet of water, and hauled out on chains by a genuine Russian-made Taurus 6x6, a souvenir of the Iraq War – 'one careful owner, Saddam Hussein, he ain't asked for it back yet'; road views of the 1994 Barry Island preserved bus and coach rally; Bromyard; Abergavenny; Bournemouth to Bath HCVS Run 1993 and 1994 and much more.

As a satisfied customer, Graham says these are unmissable, especially at the low price.

DUSTBIN-FILMS.COM

WEYLODE, TETBURY ROAD, OLD
SODBURY, BRISTOL BS37 6RJ
01454 313305

As a result of seeing the Scenes Past feature on 'Roadworks', we have been contacted by Jim Wilkie of 'dustbin-films.com'. This company rescues and transfers to dvd all sorts of old 16 mm films, often originally made as promotional items, specialising in different transport topics.

This time, our attention has been drawn to period educational films about Barber Green asphalt paving machines, plus others on County tractors, bulldozer driving, road rolling and motorway building. There are also details of films about a BRS lorry driver in 1975 and military convoys.

The Dustbin Film Collection puts on specialist showings of these films, but also makes them available to buy at £9.50 for personal use, dropping to £6 if more than five are ordered, plus £1 per film for postage outside Great Britain. The website lists a whole range of films on different subjects. The quality reflects the old-fashioned equipment used to make the films in the first place, but the range of subject matter looks most interesting.

NARTM caters for people interested in model lorries of all kinds, whether they collect diecasts, build kits, convert models or scratch-build, including all scales and materials.

The association's quarterly magazine gives details local meetings and open days, shows to go to, notably in connection with displays by association members, plus on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events. This issue includes lots of interesting pictures of members' models, an article on resin models and kits, and useful tips on modelling fire service subjects.

The association offers a lot of encouragement to modellers, as ideas, hints and tips from other NARTM members can be most helpful. Whether you are an experienced modeller or not, the articles, including kit reviews, accounts of conversions and many pictures of members' models and dioramas offer plenty of ideas and motivation.

ATKINSON IDENTIFIED

In the March issue of Vintage Roadscene on page 43, with the bottom picture you asked if anyone could identify the Atkinson,

reg no NNY 793. Well, this was fleet no 32 of Ross Garages Ltd OF Cardiff. Ironically, I was talking to my friend John Swift the previous evening to the magazine release, and John

drove for Ross's in the early to late 1950s, and no doubt would have driven this vehicle. Ross's was a 'proper' company with well-kept vehicles, see the AEC stand at the 1955 Commercial Motor Show. Sheets without holes, tread on tyres, staff welfare activities and so on. Someone had to die before a vacancy ever came up to join!

Malcolm Kirk, Caitlin House Transport Project.

I have just received issue 208 of Vintage Roadscene. The mystery vehicle at the bottom of page 43, Atkinson NNY 793, was owned by Ross Garages, Penarth Road, Cardiff, and was taken at the Persil Warrington works.

Thanks for a brilliant magazine.

**Max Hill, Ferndown, Dorset
(ex-Cardiff boy)**

I think the Atkinson on page 43 of the March Vintage Roadscene is one of Ross Garages, with depots in Cardiff and Sheffield, which was later taken over by Humber Mcveigh. See the pictures on the left.

Alan Graham, via e-mail

CLUGSTON AEC

While reading through the latest Vintage Roadscene, I was interested to see a picture attached to John Wheeler's letter of a AEC Mercury tanker. Is it possible that this is the same one that's resting in my barn?

I enclose some photos of TYO 674, a 1957 Mercury, originally owned by Shellmex and subsequently by Clugston Asphalt.

Thanks for another interesting issue.

Mike Gosling, Wymondham

It's a small world, it looks like the same lorry and it's great to know that it has survived.



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ALBION SURVIVOR

I enjoyed reading the Albion Fire Engine article by Ron Henderson. The picture with details of one of the last fire engines made by Albion makes reference to a 'similar' appliance from Dumfries.

Well, here it is in a different guise. Made in 1940, this Albion SPCL122, FSM 58, first registered on 30th October that year, it was new to Dumfries Fire Brigade, and was disposed of in 1958. The current mileage on the vehicle, when I saw it in June 2016 at Shaw Rally, Greater Manchester, was 14512.

It is now owned by Don Huffer, who acquired the vehicle in 2007 and converted the fire engine to a flat truck, in the livery of Roger Shackleton Ltd, cotton manufacturers of Rochdale, in memory of his late father who drove an identical one. I look forward to next part of the feature.

Roy Dodsworth, via e-mail



BODIES NEED SAVING

Attached are some photos I took today of a holiday chalet that is being demolished for redevelopment, which is formed of two identical early bus bodies mounted nose to nose. They would appear to be around 100 years old, but the owner was not prepared to save them and they will probably be gone early next week, which is a pity as they have survived this long. They are situated in Bewdley, alongside the River Severn, in an area where many holiday chalets were formed from old railway carriage bodies or buses.

John Giles, Secretary, Mechanical Horse Club.



I've passed this on to somebody who might just be able to beat the bulldozers, fingers crossed!



TROJAN MILK FLOATS

The picture of the Trojan belonging to Brian Glynn at Whitfield in issue 207 certainly stirred a memory for me. I think it was one which was purchased as a milk float by Squires Dairies of Hitchin. The company had a subsidiary depot called Premier Dairies in nearby Biggleswade, where I worked as a lad in the mid-1950s.

All the vehicles supplied to us from Squires were Trojans and mainly were ex-Brooke Bond, which had been converted to electric operation, although these were the earlier model that did not have the headlights built into the wings. It was my job to park them up and connect them to the chargers for overnight recharging. I was pleased when we had the diesels and I still have a soft spot for Trojans.

I would recommend that any young transport enthusiasts take plenty of photos and even keep a diary of their hobby. I wish I had done so. What would we do for memory reminders without magazines like Vintage Roadscene?

**Brian Saunderson,
Gamlingay, Cambs**

MISTAKES

I am really enjoying the Road Haulage Archive series, but I have noticed quite a few typos and missing words, which is a great pity in what is otherwise a very professional publication. There are also some more general mistakes, for example, in Heavy Haulage, on page 5, the KGA 100 is not pulling a sheeted load.

Andy Clarke, via e-mail

I'm glad you are enjoying the series, in spite of the mistakes. The problem is that we are a low-budget publication - there is no staff of sub-editors and so on - so the words are generally written by me and then checked by me. It's all done against the clock, of course, and it's very difficult to proof-read your own stuff and mistakes get missed. You tend to read what you think should be there and 'spell-checks' on computers don't help much either. We just have to do our best and hope that readers understand.

A LIFE WITH LORRIES

I thought I should drop you a line regarding the book, which I really enjoyed. It was the best value for £7.95 which I have spent in a long time! Good photo reproduction, informative and to the point narrative and a good cross-section of lorry types. Please pass on my kind regards and appreciation to Neil Johnston.

I have also got 'Heavy Haulage - Abnormal and Indivisible Loads', which I have yet to read. It will have to be good to beat 'Life with Lorries'. My wife tells me that W H Smith have one entitled 'Tanks for Everything' - could be by army or transport - I'm hoping to find out soon.

Do you have a list of 'RHA' titles, as I not one has been published on fairground lorries, which I must also try to find. Thanks again

Keith Bedford, Hunstanton, Norfolk

The Road Haulage Archive series is available from the Kelsey Publishing Shop, 01959 543747 or online at <http://shop.kelsey.co.uk> which can supply all our publications - or why not take out a subscription?

HELP WANTED

What a great story about Fleet Street in Vintage Roadscene, issue 208, March 2017. Yes please, put the rest of Mr Beazley's pictures together in a feature, it will make very good reading. Please can you help me? I would like to know the first three owners of my 1968 Morris Traveller 1098cc, SFD 838F. DVLA gave me the rest, but cannot help me with the first three owners.

Ken Wilson

WORKSHOPS SCENE

Workshops Scene in Issue 207 of Vintage Roadscene was fantastic. The photo of the Hall & Co workshop in Salfords, shows one of the 57 AEC Matador 5 ton tippers, fitted with 5.1 litre four cylinder diesel engines, bought by Hall & Co in 1934. The three Dennis tippers are a surprise to me, I didn't know that Hall & Co had bought any Dennis lorries. In 1931, Hall & Co had bought some Thornycroft Iron Duke tippers, but I don't know if they were petrol or diesel.

You also show the London Carriers workshop in Beddington and Henry Streeter's workshop in Croydon. London Carriers and Provincial Carriers were owned by Philips Electrical. The lorries were painted dark green, with no sign that they were carrying televisions, washing-machines and so on.

You might be surprised to know that Henry Streeter Transport is still going strong today, with lorries still painted in the dark brown livery the company has been using since the 1950s. They moved to Harlington in the 1970s and are in the process of changing the fleet from Foden to DAF eight-wheeled tippers.

Charringtons fuel oil, Crow Carrying Co and J Lyons are famous names from the past. The Lyons workshop in Park Royal was known as Normand Garages. The main job was to look after the J Lyons fleet, but they also took on work from outside companies. I have answered my own question about the Robertson & Woodcock lorry in Issue 206. It was a Titan lorry, built in Milwaukee, USA.

H Daulby, Croydon.

JESTER'S CORNER

G'day Mike, I'm a retired aborigine out-back trucker. I've just received my copy of 'Roadscene'. Is it true the Jungle Café on Shap has closed down?

You see mate, news don't travel very fast out here, it takes three weeks to get the daily paper. When the wife and I visit the UK again, with the Jungle Transport Café closed down, where will we get some decent 'bush tucker'?

Walker About Joe Dishwater

ROAD HAULAGE ARCHIVE

A LIFE WITH LORRIES

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NEIL JOHNSTON LOOKS BACK AT WORKING FOR HIS FAMILY'S COMPANIES, TOM JOHNSTON AND W E REEVE LTD, AN APPRENTICESHIP AT AEC AND DRIVING TIPPERS FOR 40 YEARS.



JACKS HILL CAFÉ GATHERING

Can I make a plea with regard to the next gathering, which will take place on Easter Sunday, 16th April? As the remaining original organiser of the event - my colleague David Evans sadly passed away a few years back - can I ask owners of artic vehicles to leave their trailers at home please. While I and all the marshalls would never turn anyone away, we have to address the limited available space. We also have to stop car drivers parking on the side of the A5, as this is a 'Clearway'.

This is the fifth year of the Gathering, which started in 2012. It is popular because the idea of using a popular transport café as the basis of welcoming both old lorries and classic cars to a gathering. Thanks for everyone's understanding and assistance.

Glen McBirnie, Rugby.



HULL GUY

I thoroughly enjoy reading Vintage Roadscene. I think the magazine has 'come on' in leaps and bounds of late.

The letters from Brian Featherstone and John Wheeler are of particular interest, as I come from the Hull area. They bring back happy memories of the Hull 'roadscene'.

Attached is a photograph of a normal control Guy Vixen platform lorry, NNW 817 (Leeds, 1949), of PCL Buildings of Hull and York, taken in Kingtree Avenue, Cottingham, East Yorkshire, taken in the mid-1950s.

John Bursell, Masham, N Yorkshire

Unfortunately, the rest of John's letter didn't reach us, but this is an interesting picture. The poor Guy had seen better days, in spite of only being a few years old. It must have been worked hard.

GRIMSBY MEMORIES

I would like to record the passing in January of Walter Poole, a member of the 'Wednesday Club', who will be sadly missed by his family and all his friends.

Can I also point out that I have been on the receiving end of considerable grief, as a result of the mistake in the caption to the picture on page 16 of the December issue of the Anglo-Danish Transport vehicles and the letter from Michael Clancy in the last issue. Like all my fellow Grimsby lorry enthusiasts, I am well aware of the company's connections with McVeigh Transport and SP Commercials, and that it ran many AECs, but there were also Leylands (including the earlier Leyland-badged Chieftains which I wrote about previously), ERFs, a Ford and a Dodge at various times.

Here are some pictures of vehicles in the fleet of Shacklock's Haulage of Caistor, near Grimsby, which was bought out by Humber Warehousing. The vehicles were handed over on a Friday evening and when the drivers



reported for work at Humber on Monday, the lorries had been serviced and re-sprayed in Humber livery over the weekend.

Shacklocks are still on the go, with hand service on petrol pumps and repairs to cars and vans. Vaughan, the son, who is now in his 60s runs the job.

The picture of the Grimsby Fire Brigade fleet in 1964 accompanied a story that the firemen had poles to slide down at their new headquarters, for the first time since the war.

Ray Newcomb, Grimsby

I have to admit that the mistake in the picture

caption was all mine. The lorries, like so many Ergo-cabbed AECs and Leylands, had no badges and I made the wrong assumption. It's all too easily done, but I apologise to Ray for the grief he's had to endure. Come on guys, it's not the end of the world – and it wasn't his fault anyway!

I have to refer to what I thought were wise words from Derek Parkin, my transport manager at Vine Products back in the early 1980s. He said the only person who never made a mistake was the lazy b.....r who did nothing – and I've always thought he had a good point...



HEAVY HAULAGE

I have just recently received my first copy of your magazine, the November issue. I was interested to see the article on heavy haulage, as my father drove low-loaders for most of the 1950s and '60s.

Enclosed is a picture of one he drove. The tractor unit and trailer were brand new

when this picture was taken, with the first load.

This was a Foden, 1958 or '59 (378 JRB - Derbyshire, early 1959 – Ed) 350 hp Gardner six cylinder, 15-speed transmission, of which three were reverse, epicyclic, with auxiliary high and low, with a top speed of 27 mph. The unladen weight was 22 tons,

with a maximum gvw of 82 tons. The trailer was a Hands, with a 60 ton capacity.

The low-loader was finished in Royal Blue. I can't remember if the wheels were red or the same colour as the rest of the lorry. Hope you find this interesting.

D M Robinson, Long Sault, Ontario, Canada



DRIVING PHILOSOPHIES

As a subscriber to 'Vintage Roadscene', I was very interested in Malcolm Bates article (rant?) in issue 207. I was just about to complete my apprenticeship as a 'spanner fangler' in 1956, when I took my driving test in the firm's van. While a decade later than the reference year of your article, I had to wave my arms about in the prescribed fashion! Yes, I passed, as it happens. Given the vehicles that were still about then – some 50% of our customers still ran pre-war cars – it took me years to get over 'double-declutching' gear changes in both directions.

I have no doubt that you will find the following very amusing. However, try to suppress your laughter for a moment. Our culture might mock philosophers and their works, but these guys had lots of useful stuff to say. As for how a chap who started out as a 'spanner fangler' in the 1950s ended up being able to make reference to Kant and Hobbes (plus many others), that is a long and convoluted story!

I recently had an insight, after a lifetime of driving, and observing the behaviour of other road users.

Suppose that we construct a diagram, with a baseline (the x-axis) as 'social attitude', and the vertical (y-axis) as psychomotor, ie vehicle

handling and control skills. The left of the horizontal axis could be dubbed 'IK', for our old friend Immanuel Kant, he of 'treating your fellow human beings decently', while the right hand end could be dubbed 'TH', after Kant's English predecessor, Thomas Hobbes, he of the need for a strong governing power, to prevent 'every man being against every other'.

The Kantian driver is courteous to other road users, particularly vulnerable pedestrians riders and cyclists. He or she feels no need to be first in all queues, patiently waits for the appropriate turn at roundabouts and intersections, while ALWAYS signalling intentions.

The Hobbesian driver pushes and shoves, delights in risky and inappropriate overtaking, and accepts it as a given right to barge to the front of every queue, whilst confusing their naked aggression with skill. This driver – frequently, but not always male – regards all other road users a potentially hostile idiots, and perceives cyclists, pedestrians, buses and riders a low-caste nuisances, impeding the sacred right of unimpeded progress.

Whether by positioning, or appropriate use of direction indicators, the Hobbesian driver refrains from signalling intentions – the ability to 'cut up' other road users being very

important to his or her ego.

In practice, of course, it would be oversimplistic to categorise drivers into 'good' (us) and 'bad' (them). The 'advanced' driver might use the accepted 'method' while on the road, but this does not render him or her always Kantian. Also, another category has to be identified...

All of us must have encountered, usually at a busy roundabout, the following scenario: you check rigorously to your right, yes there is a useful gap, you start to move forward, when from your left, a vehicle appears, driven by some apparently semi-conscious individual, staring straight ahead.

This driver is not Hobbesian – no harm is intended to anyone – but he or she is definitely a 'menace on the road'. This one fits nowhere on our horizontal scale, so how about Mother Julian of Norwich, and her 'great cloud of un-knowing'?

David Lord, Aldershot.



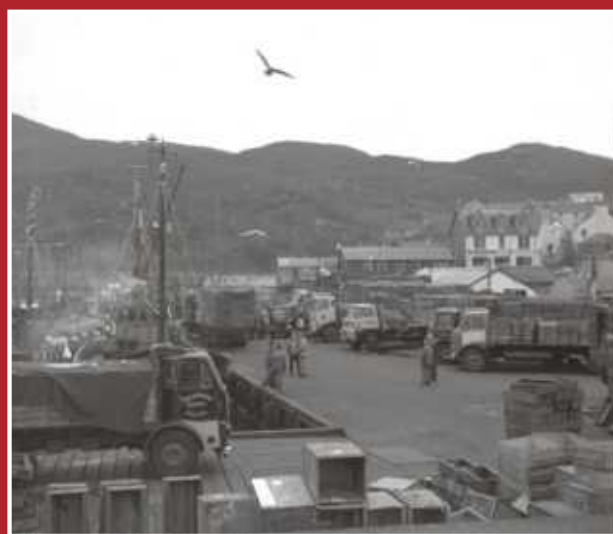
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OG345

Lets all go down The Strand...



I just couldn't resist using another of the London street scenes, taken by the late Edward Beazley in the 1970s, which were passed on to us by Jim King, for which we should be most grateful. This one shows The Strand, looking eastwards, in May 1979.

As in Fleet Street, shown last month, we can see a nice cross-section of the sort of transport to be seen on the streets of London at the time. Perhaps the most interesting vehicle, although we can only see the rear end, is the Dennis Pax V four-wheeler behind the buses. Chubb used a number of this type of lorry to deliver safes during the 1970s and '80s. We can see the crew-cab – similar to those fitted to refuse collection vehicles on this type of chassis, of course – and the unusual dropside body, with a short covered section at the front and a substantial tail-lift on the short rear overhang.

The Routemaster in front of the Dennis is on route 11 to Liverpool Street, one of

the busy main services across the centre of London. There are three more Routemasters to be seen ahead of this one. The middle one, behind the Belisha Beacon and Keep Left, is an RMC. At this time, London Transport was using ex-London Country Routemaster coaches – often looking pretty scruffy in faded National bus company green – as driver trainers. This learner was in at the deep end here.

The traffic heading away from us includes three Austin FX4 taxis – and they would have been 'proper' FX4s, with BMC diesels, rather than the later Anglo-Japanese types. There is also a P-registered Mercedes 'W123' model, overtaking a 'Costa & Thorpe' BMC J4 van, being driven in the classic summer 'sliding door open' style, a Vauxhall 'Shove-it', sorry Chevette, also P-registered, further on a Triumph 2000, a Morris Minor and a Rolls Royce Silver Shadow, waiting at the Zebra Crossing. Beyond the crossing are Ford Escort and Transit vans.

Coming towards us, having allowed the pedestrians across their half of the crossing, are an MGB, which looks as if it is being narrowly beaten by a Sherpa van, in front of a Bedford TK box van. I've just realized, this could have been me, as I was doing some non-HGV agency driving around that time...

To finish, on the extreme right, parked half on the pavement, is a Leyland FG, with integral van bodywork, with sliding doors, of the type on contract to Cadbury's and such companies for delivery work, from National Carriers, it would have been at that time.

Some of the buildings along The Strand have been sympathetically rebuilt or restored, while others have been replaced with acres of glass. Sorry, I'm showing my prejudice against modern buildings, but this is a magazine about nostalgia, isn't it?

It's just amazing how much you can actually see in a street scene like this with more than a casual glance. I hope readers enjoy looking at it as much as I have.

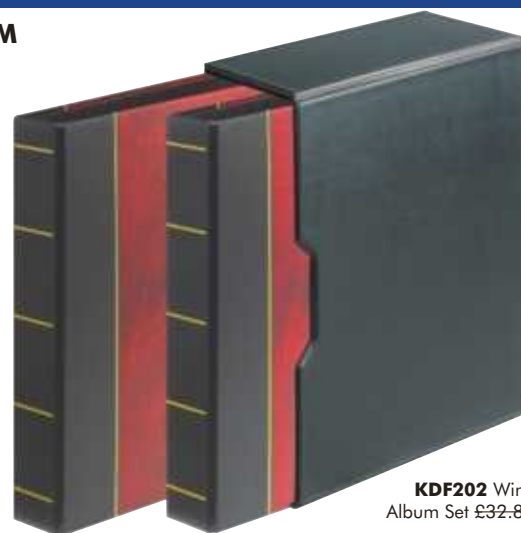
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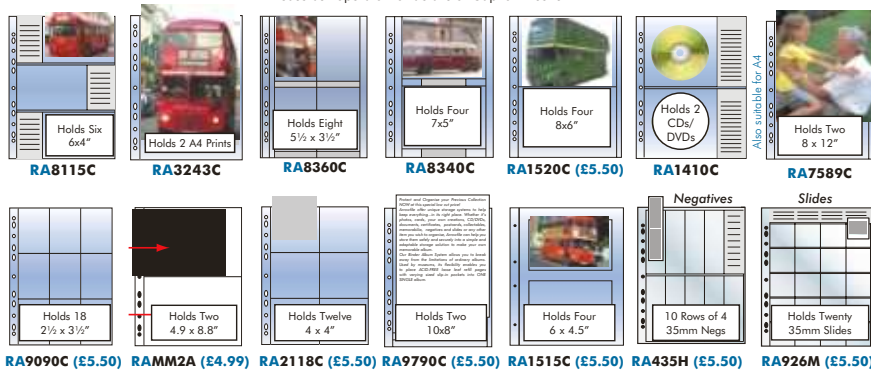


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